

CYCLE NEWS

WEST

Volume XIV

Number 23: June 15, 1977

75¢



New Orleans **Supercross**

Marty Smith is untouchable

Louisville

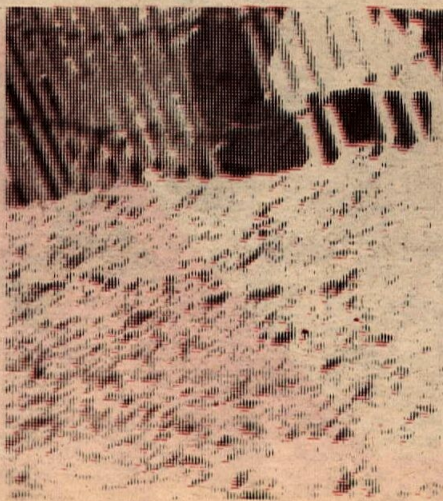
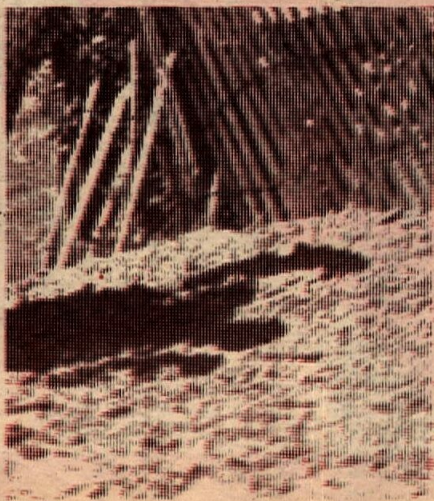
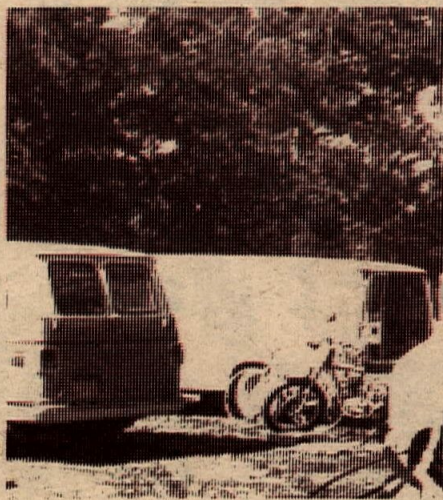
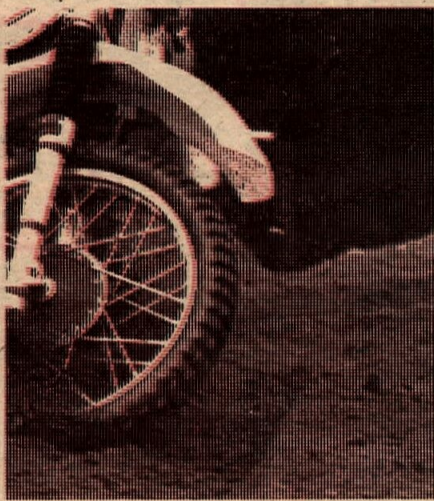
Gary Scott wins Half Mile

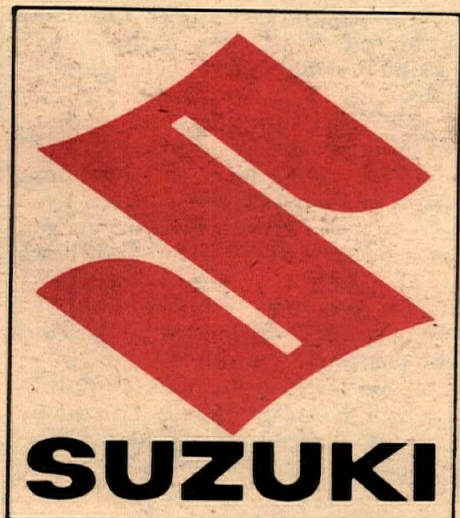
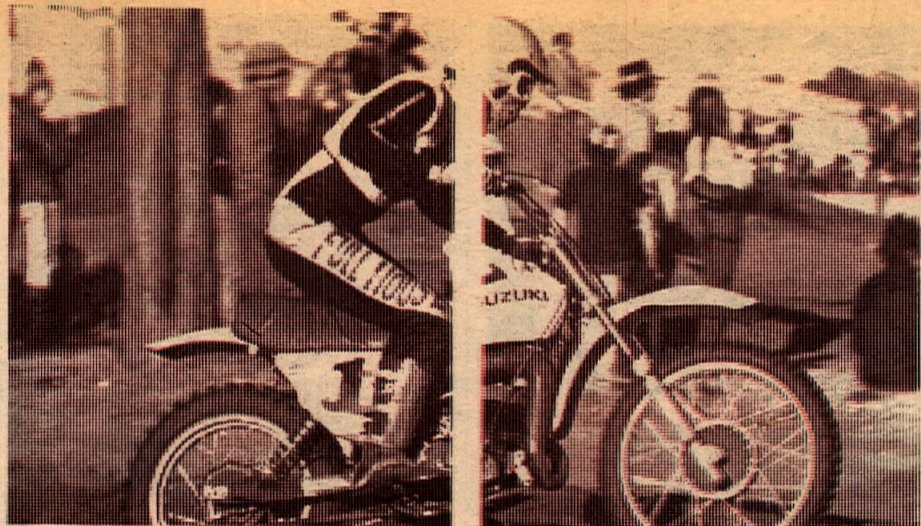
**Inside the
Speedway
Strike**

YZ125D Test
Race testing the evolutionary motocrosser



NEWSPAPER



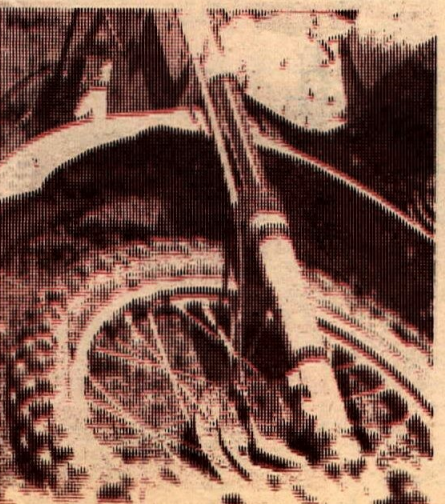


"D" WINNER AND STILL CHAMPION !

Tony "D" (DiStefano) has captured the 250cc National MX Championship for the *third* year in a row.

"Mr. Consistency," as he is known in motocross, once again demonstrated his skill and the reliability of Suzuki machines.

You're always a winner with Suzuki.



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ON THE FRONT PAGE: Mike Bell pushes the YZ 125D to the max whilst testing it at Saddleback Park. Alan Christian isn't one of the striking speedway riders but he's struck three times at Costa Mesa's Scratch Main. Photos by Dave Hawkins and Dennis Greene.

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VOICES OF THE WEST

URA \$5 license

My family and I race family enduros whenever and wherever we have time to go. We think it is grossly unfair to have to pay \$5 per rider license fee (\$20) to run the URA race (probably the only one this year). This year's Frosty Cactus ripoff was started 16 minutes late, the first check was 10 minutes early, the second check was approximately nine minutes late, the second loop starter was confused about starting time, check point six people packed up and went home, etc.

When I asked what the rider receives for their license fee, I was told, "More than you get from the A.M.A., which is nothing." When I complained about the poorly-run race, I was told if I didn't like it to try a CRC event if I wanted to run a really screwed-up race.

At one time my wife was told the reason for the late start was to give the late comers a chance to get to the start line on time.

ROY TAYLOR
Hacienda Heights, CA

Thanks to Dirt Diggers M.C.

First accept our apologies for the delay in responding to your group for their generous donation. Everyone in this valley thanks you for your gift of \$488 and the refrigerator for our center. Needless to say we can put the money to good use for repairs, equipment and supplies for the Apache Community Center. Although we are part of the Cuyama Valley Recreation District, we have no budget and depend entirely on the generosity of our community and our friends such as your group.

In the past due to a few, motorcycle groups have been considered a bunch of "rowdies," a stigma that your group has dispelled as far as the residents in our community are concerned. When discussing informally your Red Garter Enduro the consensus of opinion here is that: "They were no problems;" "Those I met were a nice bunch of guys;" "Glad to have them," etc.

We the directors of the center are still a little stunned that any group

would be so generous to our efforts. We want to thank each participant and your officers for their thoughtfulness.

JERRY BEESON, President
DONNA SANDERS, Vice-President
JEANNE KLOCOW, Sec.-Treas.
Apache Community Center
Maricopa, CA

Kick-'em-up enduro riding

I am in no way condoning Texas rider, Don Sanford's alleged action at the recent Red Garter. But actions such as his are not confined to riders outside of D-37. We even have some of his kind in some of our so-called family clubs.

As a "C" enduro rider I realize that I'm nowhere near as good or as fast as most "A" or "B" riders, so I'll get out of anyone's way as fast as possible. I've been run over, sworn at in language not good enough for a ship and, best of all, at this year's Prospectors Enduro, physically kicked over on the side of a hill by a rider as he passed, with plenty of room, while I was trying to recover myself from an unscheduled visit with the local rock pile. This same rider also kicked another rider about 10 feet further up the hill in the same condition as I.

It would give you the impression that "A" and "B" riders feel there is no room for anyone on the course but themselves. What these riders fail to remember is that they were once "C" class riders and how did they learn?

My D-37 license says, like everyone else's, "Sportsman Competition." All riders, class or event notwithstanding, should remember this.

ANNE CRAWSHAW
Training Wheels MC
Hermosa Beach, CA

California bike rental

Here is some news for all your street riding readers who want to go riding but don't have a bike. They can rent a Honda 100-750 at Ride-On-Motorcycles in Van Nuys at 6959 Van Nuys Boulevard.

JIM TRIPP
Santa Barbara, CA

Bultaco owners feel complimented

Why, thank you, Mr. Moore. Myself and hundreds of Bultaco owners across the country are blushing in response to your generous compliments. I am, of course referring to your letter to *Cycle News* in the May 25 issue. In it, you described us all as "miracle-workers." With all due modesty, however, I feel I must confess; I am not a miracle worker. I am not even a very good mechanic. I am, however, the owner of a quality piece of machinery which, like anything else worth having requires care and maintenance.

I have owned my '76 Pursang twice as long as yours and in that time I have suffered nothing more serious than a broken seat mount. Out of a whole mess of races and countless trail rides, the bike has come shining through, more often than not, better than me.

No, it doesn't take miracles to hold this bike together any more than the next one. It does, however, take a respect for machinery and a little time and effort. This applies to any motorcycle, whether it is made in Europe, Japan or on Mars.

RON LAWSON
Highland, CA

Roeseler

I was up at Virginia City and watched the inspired riding that Larry Roeseler did Sunday.

Roeseler started as number 274 on Sunday. After the first lap of 18 rugged miles he came over the jump onto the straightaway in front of the pits running 41st overall.

Being a devoted District-37 desert fan I jumped up and yelled, "It's Roeseler!" Some dude walked over to me and asked in all seriousness, "What's a 'roeseler'?" I told him in no uncertain terms that "a roeseler" just happened to be the rider who was going to win that particular race. Of course, the non-believer was ready and willing to make a little bet on that, so a fellow Southern Californian took him up on it.

The second time through the pits Roeseler was seventh and by the third lap he was in second. Each time he came around, my "war whoop" got louder and the "big bettor" from the north backed off farther and farther until he finally disappeared into the crowd.

Roeseler came around the fourth time doing his usual little "wobble" and cross-up over the jump onto the straightaway in the lead by two minutes.

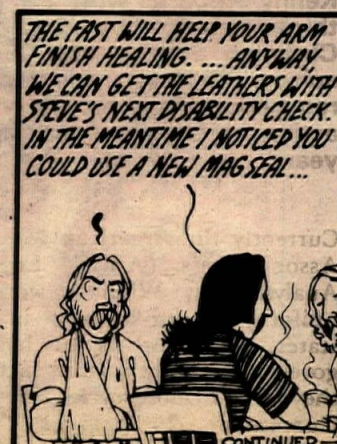
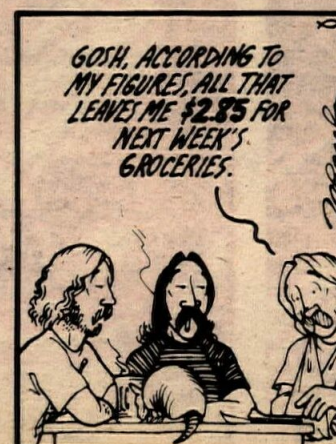
It was a real thrill to watch Larry Roeseler educate the race fans of Northern California and Nevada as to just what a "roeseler" really was. Here's a salute to young Mr. Roeseler!

JOYCE MAY
(SGVMC)
Barstow, CA

It was me

For your info the guy on the 1933 Indian at the Dinosaur Run was me, and I sure had fun. Next year, I will bring my Harley W/R model.

ROBERT TRYON
Anaheim, CA



THE LATEST POOP

BY PAPA WEALEY

In the first moto of the 500 GP in West Germany on June 5 Heikki Mikkola beat Roger DeCoster, Bengt Aberg, Brad Lackey, Herbert Schmitz, Gerritt Wolsink, Jaak Van Velthoven and Arne Lindfors. In the second round it was Wolsink for the win, then Mikkola, DeCoster, Hakan Anderson, Lindfors, Van Velthoven, Lackey and John Banks. The overall went to Mikkola (1-2), second was DeCoster (2-3). Wolsink third (6-1) and fourth Lackey with a (4-7).

The 500 GP point totals, after five of 12 races, have Mikkola in the lead with 130, DeCoster second with 101, Wolsink third with 94, and Brad Lackey fourth with 73 points.

A surprise from Kawasaki — Jimmy Weinert will contest the remainder of the 125 Nationals aboard a prototype Kawasaki. This will mark the first time "The Jammer" will mount a 125 motorcycle in any National.

Jimmy Weinert will pass up the 500 GP at Carlsbad to attend all the 125 Nationals. Team Kawasaki will be represented at Carlsbad by Gary Semics and Terry Clark.

Dick Burleson, unhappy at his defeat in the Rose City Two Day, swept to a convincing victory at the Trask Mountain Two Day in McMinnville, Oregon June 4-5. Frank Gallo (Pen) had established a lead on Saturday only to destroy a rear wheel on Sunday. Tom Penton nailed down the 250 class win with Carl Cranke (Pen) edging Gary Youngkins (Pen) in the 350 class. Our man on the scene reported rain on Saturday and 80 degree hot weather on Sunday. Full report next week.

For one day only, Saturday June 11, at the Los Angeles Sports Arena Box Office any purchase of a \$15 Adult V.I.P. ticket will entitle the bearer to a free Superbowl of Motocross t-shirt, (a \$6 value).

The French Formula 750 at Dijon, France was won by Christian Estrosi (Yam) with a 1-2, second was Philippe Coulon (Yam) with a 2-2, and third was American Steve Baker (Yam) with a 3-3. The top three were followed by Michell Rougerie (Yam), Bernard Fau (Yam), Marco Luchinelli (Yam) and Warren Willing (Yam).

The Formula 750 World Championship points show Steve Baker in the lead with 52, second is Kenny Roberts with 27, tied for third are Philippe Coulon and Christian Sarron with 25 points apiece. All these riders plus the remainder of the top 10 will be in action at Laguna Seca later this year.

Currently the American Motorcyclist Association's (AMA) Legislative Analyst Gary Winn is working on uniform record-keeping in all 50 states. The aim is to help state governments obtain valid facts before they enact motorcycle safety laws. Currently 25 states include

motorcycles only among bike registration figures, while 21 states include mopeds and motor-driven bicycles and two states includes tricycles. How do Washington D.C. bureaucrats have the nerve to suggest they know what is safe for the motorcyclist, when such confusion in their statistics reigns?

The 250 National Motocross Championship final point totals are: 1. Tony DiStefano (295); 2. Marty Smith (261); 3. Jim Pomeroy (241); 4. Kent Howerton (187); 5. Tommy Croft (172); 6. Jimmy Ellis (158); 7. Bob Hannah (152); 8. Chuck Sun (150); 9. Danny LaPorte (145); 10. Gaylon Mosier (137).

This Saturday, June 11th from 11:00 a.m.-1:00 p.m. Marty Smith will visit Kolbe Honda, 7514 Reseda Blvd., Reseda. The "Bionic Man" of motocross will be on hand to narrate a film on his Hangtown win and sign autographs. Kolbe will also be giving out some free prizes. All the bases are covered; a good flick, freebies and a chance to meet Team Honda's Marty Smith.

Brad Henson won the June 5 Desert Racing Assn. (DRA) Snake Chase Hare Scrambles at Red Mountain, Calif. overall on a 175 Yamaha.

Unless 100 riders pre-enter the American Federation of Motorcyclists (AFM) road race scheduled for June 17 at 605 Speedway, the San Gabriel Valley (Calif.) track will bite the dust. Although 600 spectators showed up for the last class C-style road race held at the 1/2-mile, eight-turn stadium course, only 30 riders entered. The AFM, a non-profit club, lost \$800 on the deal, in spite of the fact that the course and format lead to hot and heavy dicing and spectator cheers. It costs \$10 to enter. Write 4996 Argyle, Buena Park, CA 90620.

Alas, poor publications; we knew them well. Dirt Rider and Street Bike have gone the way of the flesh, ashes to ashes and dust to dust. (That means they've folded, closed down, ceased publication).

Both Yamaha and Suzuki seem ready to put their 1,000cc road bikes on dealer floors. The Yamaha four-cylinder, shaft-drive XS1000 has already been seen by the press. Suzuki's GS1000 will be similar to the very popular (and fast) GS750, but with beefed-up clutch and cam chain tensioner parts. Race development by Pops Yoshimura, which included upping displacement to 845cc, pointed out weaknesses not encountered at the stock displacement.

Rumors are hot and heavy that Honda will soon introduce a series of water-cooled, shaft-drive street bikes, including a 1,200cc vee-six, an 800cc vee-four, and a 500cc vee-twin. But why is Honda advertising RCB air-cooled 991cc four-cylinder wins in European endurance races? Could it be that Honda will also introduce the six-cylinder air-cooled 1,000cc first speculated about prior to the introduction of the GL1000? And what about rumors of double-overhead cams and many valves per cylinder?

Remember the Norton Hi-rider? Look for about a 250cc, ultra-short-stroke Honda that looks like a small Hi-rider. With almost-ape-hanger bars and a step seat, the "Twin-Star" is definitely different. Our guess is that the three-valves-per-cylinder, single-overhead-cam twin-cylinder Honda is aimed at "Honda Express" graduates.

Jack Penton edged out Frank Gallo for the overall win at the Rose City, Michigan Two Day Reliability Trial held May 21-22. Gallo led on Saturday but Penton flew on Sunday to overcome the deficit. Gallo picked up the Open class win, barely beating out Dick "King Richard" Burleson by four seconds. Penton took the 250 class honors. Team Suzuki (Ted Worrell, Bruce Kenny, Herluf Johnson) won the trade team trophy. Other winners included Ted Leimbach (125 Pen); Drew Smith (200 Her); Gary Youngkin (350 Pen).

Jimmy Ellis will race the 366cc Can-Am at the U.S. Grand Prix. This will be the first race for the World Motocross Championship the Canadian marque has ever entered. Team Harley-Davidson has entered their riders, Rex Staten and Marty Tripes. Gary Jones will also be at Carlsbad on his new AMMEX, Jones Works Replica mount.

A recommendation that County Supervisors end the ban on all motorcycles in Orange County (Calif.) parks was made and passed by the Harbors, Beaches and Parks Commission. The recommendation came after a one-year trial program at one county regional park. Speaking before the commission were Motorcycle Owners, Riders and Enthusiasts (M.O.R.E.) Chapter members, who also asked Orange County motorcyclists to contact their County Supervisors and urge support of the measure.

Bruce Cox, of Trippe-Cox Associates, (promoters of the U.S. Grand Prix and the Laguna Seca Champion Spark Plug 200) was responsible (with a little help from his wife, Sue) for the appearance of a 7-lb., 15-oz. daughter, Hillary Ann, born Tuesday, May 17.

South Bay Park Speedway in Chula Vista now offers a new quarter-mile track banked six degrees, 100% pay back to pros, 33% trophies in the sportsman ranks, and a special class (if six or more riders enter) for speedway bikes. If you want to try something different call (714) 420-7414 for rules and info.

Current CMC #1 Val Tamiotti has decided to take some time off from racing. "After racing every weekend for six years I'd like to do a few other things." Val is stepping down from Maico support through WheelSmith and has decided to take at least the summer off to evaluate his racing career.

For the Motocross des Nations and the Trophee des Nations the United States team will consist of Tony DiStefano, Jim Weinert, Kent Howerton and Gary Semics. To help defray the costs of fielding the team the American Motorcyclist Association (AMA) is offering trick T-shirts. All proceeds will be used strictly for the Motocross and Trophee des Nations efforts. Here's a chance to get a good-looking shirt and support the sport we all love at the same time. They're available for five dollars in the regular sizes, from AMA Sales Dept. P.O. Box 141, Westerville, Ohio.

Skip Olson (C-A) finished first overall at the Fools Gold Enduro in Alamo, CA. Dick Burleson missed the Alamo event to compete in the two-day reliability trial at Rose City, Michigan.



Larry Roeseler in action on a speedway bike at Costa Mesa. Roeseler hasn't yet achieved the measure of success on the ovals that he did amongst the creosote bushes, but watch out in the future.

Hodaka lovers can breathe a cool sigh of relief. Tiger Distributing is developing a water-cooled head for all later-model Hodies. Available with or without a radiator, they were successfully tested at the 500-mile Greenhorn enduro.

According to Neil Pfulb, head of the BLM Desert Planning Staff, BLM personnel have been ordered not to interpret President Carter's Executive Order 11989, pending interpretation at the Washington level. Stay tuned for further details.

Now they tell us: Californian Mike Griffiths (Mon) did earn third place World Championship points in the American round. Griffiths was not pre-entered in the championship class and received his FIM license (hand carried to him by AMA Amateur activities manager Al Eames) on the day of the event. The initial final results were posted without Mike's name. However, the results were later amended to reflect Griffiths' correct placing by the organizers, despite information to the contrary elsewhere in this issue. Our report on the event had left for the printer before we received this information.

Coutard scores in Canada

By Jack Mangus

CHICOUTIMI, QUEBEC, CAN., JUNE 5

Bultaco works rider Charles Coutard, fresh from a victory in the American round of observed trials World Championships, continued his winning ways with a victory in the Canadian round.

The trials, held in the wilderness near the resort area of Chicoutimi, was plagued with rain. Coutard, unaffected by the weather, turned in a first loop ride of 10 marks lost and then cut that in half on the second loop to drop only five.

Defending World Champion Yrjo Vesterinen (Bul) finished second dropping 21 marks with Malcolm Rathmell (Mon) taking third with a tally of 26 marks lost. Rounding out the top four placings was Martin Lampkin (Bul) who carded a loss of 39 marks.

Don Sweet led the American rider contingent finishing fifth with Bernie Schreiber seventh and Marland Whaley 12th.

The Canadian round served to tighten the championship standings even more as Rathmell now leads Vesterinen by only two points (69-67) while Lampkin sits just one point further back.



PHOTOS BY BOB LENK AND GARY VAN VOORHIS

Louisville is a tale of two Scotts: Hank breaks; Gary wins

By Gary Van Voorhis

LOUISVILLE, KY, JUNE 4

Gary Scott, "back in the hunt," posted his second consecutive AMA Grand National Championship/Camel Pro Series victory at Louisville Downs and his 10th career win with a five-

second victory over Steve Morehead. Jay Springsteen placed third.

From lap six on the victory had the name of Scott written on it, the only question was whether it would be Hank or Gary. In the end it was a double defeat for Hank as Gary, still his brother but no longer very much of a friend, slipped past as Hank's engine slowed on lap 10. That was defeat number one. Defeat two was even more of a heartbreaker as Hank's bike's engine exploded three laps from the end while he held a safe second place.

It was a jubilant Gary Scott who held court for his fans later in the pits. "Carl (Patrick) really has the bike tuned in now. I think our two victories in the last three Nationals proves that. Now we can devote our efforts to getting the short track and road race programs on the winning track. Carl deserves a lot more attention than he gets. He's worked a lot of long hours to get us here. Being in the hunt, that's what it's all about isn't it?"

"I think my luck is finally changing," said an elated Steve Morehead. "Furgy (tuner/builder Edgar Fuhr) builds too good a bike to have the silly things happen that happened to us at San Jose and Oklahoma City." Bob Isky, who helps Furgy with Morehead's KK Supply/KK Insurance equipment then returned from teardown to comment, "Tell everyone to watch out at Harrington and Columbus 'cause we're ready."

For Springer and his Bill Werner-tuned Harley-Davidson factory mount, the dreams of victory that slipped to a valiant third place finish were summed up as a wrong guess on

tires. "We made a bad guess about the front tire (a Pirelli) being right for the track condition and Jay's style," said Werner, "that's about it."

"Yea, concurred Jay, "but don't forget that I won the slip-off-the-groove contest that Ted (Boody) and I had going."

This year's Louisville was another sellout. It was also another dust out, a condition unwarranted for a promoter who reaps the benefits of a loyal spectator crowd only to apparently spend a minimum on track preparation. One had only to witness the choking, blinding clouds of dust after the opening lap of the first practice session to find out how much pre-race track prep was done. The AMA blamed the promoter who, in turn blamed the AMA for the inadequacy of the track. Only four tons of calcium chloride had been spread although, according to the AMA, a minimum of 10 to 12 tons was needed. In any case both the riders and the spectators ended up the victims with the only cure available an effort of too little and too late watering, dragging and grooming that extended the total program over an hour.

Time trials

Kenny Roberts set the mark for the rest of the 68-rider field to shoot for with a 25.457 second lap early in qualifying proving his Yamaha Motor Co./RD&D Special a mount to reckon with. Jay Springsteen provided Kenny with Harley's answer by setting fast time, 25.390, with Steve Eklund's Zanotti Enterprises Harley bumping Roberts to third. Rookies Billy Burbank (Sure-Fire Special Harley)

and Garth Brow (Bel-Ray Harley) rounded out the top five.

The familiar face of Frank Gillespie (Super Tabs Yamaha) with the unfamiliar number of 2Z returned to competition after over a year's absence to take the last qualifying position.

Heats

Springer romped to victory in the opening heat using a high (turns one/three), low (turns two/four) system to wire the track for fastest heat of the day. Chuck Palmgren on the Dan Gurney sponsored Harley, sliced through traffic from a slow start to reel in and then overtake Gene Romero's Ocean Pacific Special Harley for second after some close dicing. Magneto problems dropped Terry Poovey's Team Poovey/Bel-Ray/Fox Distributing Harley from an early second place. The highlight of the race was a last lap turns three/four magic trick save by Garth Brow of a wicked slide while challenging Romero for third. Garth saved it, but finished fourth.

Harley teamster Corky Keener took the high line road to the lead in heat two and proceeded to run wire to wire. Corky had to play block the groove for the last few laps to hold off a charging Steve Eklund who took the fight right to the flag. Bubba Rush, aboard the Edwards Motor Co./T.C. Racing Harley, held second until his engine blew at the end of lap seven moving the hard riding trio of Billy Schaeffer (Tex Peel Harley), Billy Eves (Bel-Ray/E.C. H-D A. Harley) and Steve Morehead into a squabble with Schaeffer taking the transfer.

Kenny Roberts put on a show in heat three. "This is the first time this year that I've got two good engines for a dirt event. And," added Kenny, "I feel 100% and ready to go." Harley teamster Ted Boody, however, upstaged Roberts' winning ride with a banzai charge on the high line from close to last to third by lap three and second a lap later bumping the Saginaw (Michigan) cycle Sales Triumph of Keith Hawley to third. Hawley stayed close to earn his first National starting berth and hold off repeated charges by the Warren (Ohio) H-D Harley of Scott Drake.

Rex Beauchamp's shot at the National ended only two turns into the National as he crashed his T.C. Racing Special Harley in the midst of

traffic as the pack exited turn two. Three-time Louisville winner Dave Sehl immediately put his Poole's Cycle (Waterdown, Canada) Harley into the lead with Gary and Hank Scott behind. Billy Burbank got caught on the start and found that making up time in the high cushion a little rough as he crashed in turn three on lap three. "I was in over my head and down before I knew it. Damn, ours was the only heat where they didn't drag the track before the start," were Burbank's frustrated remarks. Gary put his Evel Knievel Special into the lead on lap four with Hank, on the Shell Racing Specialties Yamaha, hounding Dave to the flag.

Semis

Steve Freeman and his Richmond (Virginia) H-D Harley had National written on them for six laps of the first semi, but Steve Morehead had other ideas. Steve put a high line pass on Freeman for the lead in turns three/four of lap seven for the win and his National starting position.

John Johnson put his H-D of Washington, D.C./Sizemore Traveland Harley into the last starting spot in the National by regaining the lead from Scott Drake two laps from the checkers.

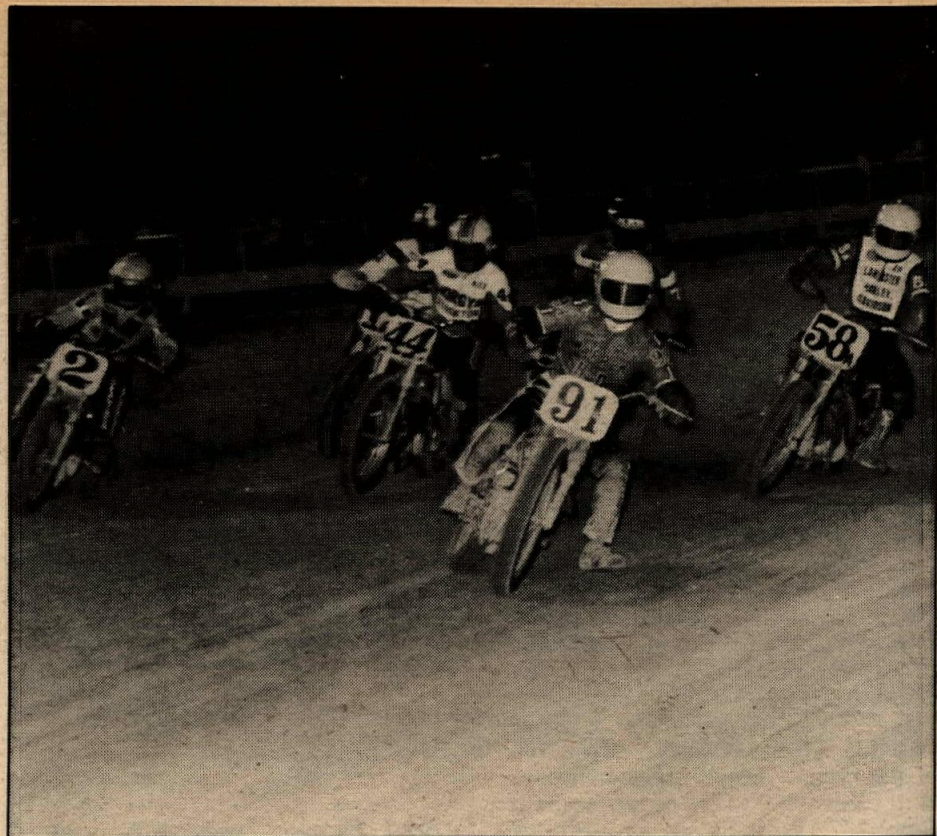
Trophy race

"Hey," said Billy Eves after his victory in the trophy race, "I worked like hell to win that one. Keith (Ulicki) got very close on those last few laps so I dropped to the grove and didn't give an inch." Rory Simmons, on the Bel-Ray Harley held second early until Ulicki's Uke's H-D Harley dropped him to third with a turn two pass on lap six.

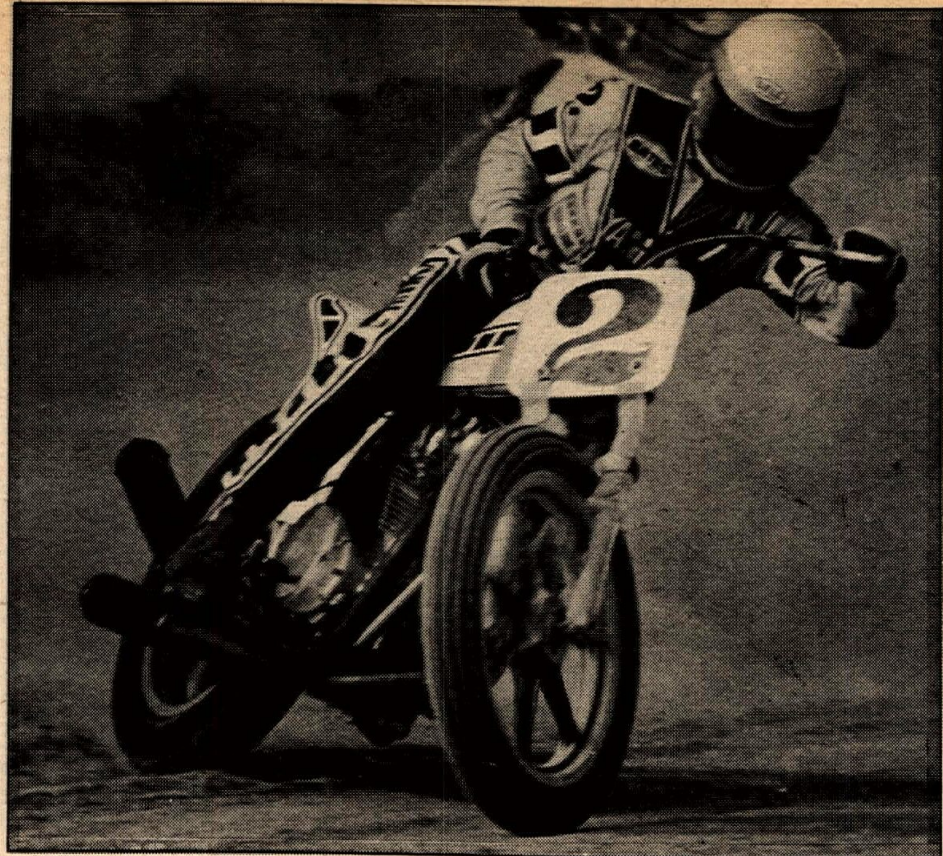
National

Three thoughts filled the minds of the 14 starters and their tuners: The choice of the right tire combination for the track, the start and the first five laps of the National. Many riders believed that with the narrow groove, the traffic and the dust that the first five laps would be all important for if you didn't move then you might not have a shot at a top placing.

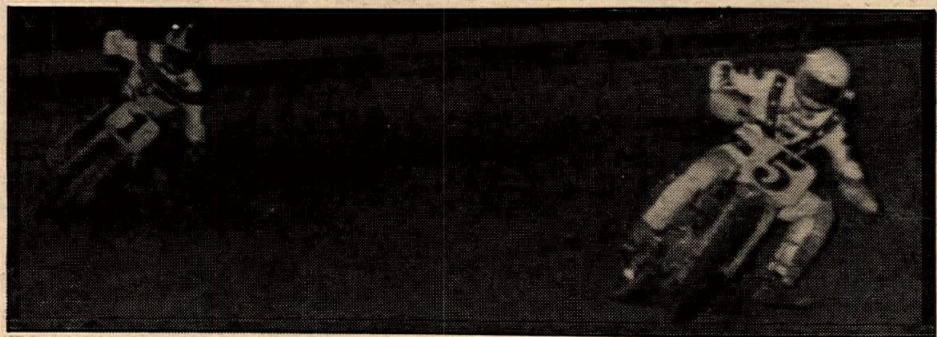
Jay Springsteen opted for the high line outside pole starting position stringing out the field from grandstand to infield in a single file line of Springer, Gary Scott, Keener, Roberts, Palmgren, Sehl, Eklund,



(Left) Gary Scott savors the champagne "victory shower" with Ms. Camel, Lynn Griffis. (Above) In Heat action Scott Drake (91) leads through the first turn with Kenny Roberts (2) on the outside with Alex Jorgensen close behind.



(Above) Kenny Roberts pitches it sideways with horsepower to spare.
(Below) Winner Gary Scott leads Jay Springsteen through turn four.



Boody, Romero, Hank Scott, Schaeffer, Hawley, Johnson and Morehead. A dead magneto on Johnson's bike made the start 13 riders.

The start was a lopsided affair with Hank Scott pulling a yellow light holed shot which left the majority of the field on the line for another precious second or two. "The start was bad," said Gene Romero, "and that was compounded by it not being red flagged. Heck by the time I started on the green there was nobody left to race with. I learned my lesson in my heat when I got sent to the penalty line for anticipating the start."

Hank held a commanding lead as the field shot down the backstraight. Springer had been last off the line and was spewing a rooster tail in the soft cushion up high trying to make up time. He did and ended up fifth as the field ended the first lap. Morehead, Schaeffer and Gary Scott held second through fourth. Springer's line worked on lap two also as he blasted to second, but there the advantage ended. Billy Schaeffer became a spectator on that lap when the chain adjuster broke with the chain popping shortly after.

By lap four Gary was challenging Springer for second; one lap later he slipped by. Morehead had been bumped to fourth in the shuffle with Boody coming on strong. Palmgren, Eklund, Keener, Roberts, Sehl, Romero and Hawley kept up the pace.

Eklund, tired of the narrow groove and the dust, went high on lap six. "It was the only place where you could see anything on that crap track." His efforts lost him two positions.

Keener moved up to challenge Palmgren and the pair played rubberband for the entire mid portion of the race. Gary began to close Hank's once safe margin and stuck to his rear wheel on lap 10 moving by on lap 11 as Hank's engine slowed.

Knowing the engine was slowing and off song, but hoping it would hold on to the end of the race, Hank stuck to Gary's rear tire as best he could. The engine blew three laps from the finish. "I lost a lot of points and a lot of money," said Hank later as an aura of gloom prevailed his pit area. "Hey, if she hadn't let go I'd have smoked them all."

Springer and Boody were having an affair of their own with each slipping off the groove while pushing the other to make one too many mistakes. "If I had cooled it on the last lap," said Ted I would have had third. But no, I had to cook it in as hard as Jay and we both slipped off the groove and he beat me." Had Keener been able to pass Palmgren a few laps earlier he might have ended up third since his last lap charge carried him to within only bike lengths of Springer and Boody at the finish.

Roberts never moved above eighth and finished ninth. "I had too much power and it just spun the tire coming off the corners which led to a lot of wobbles on the straights."

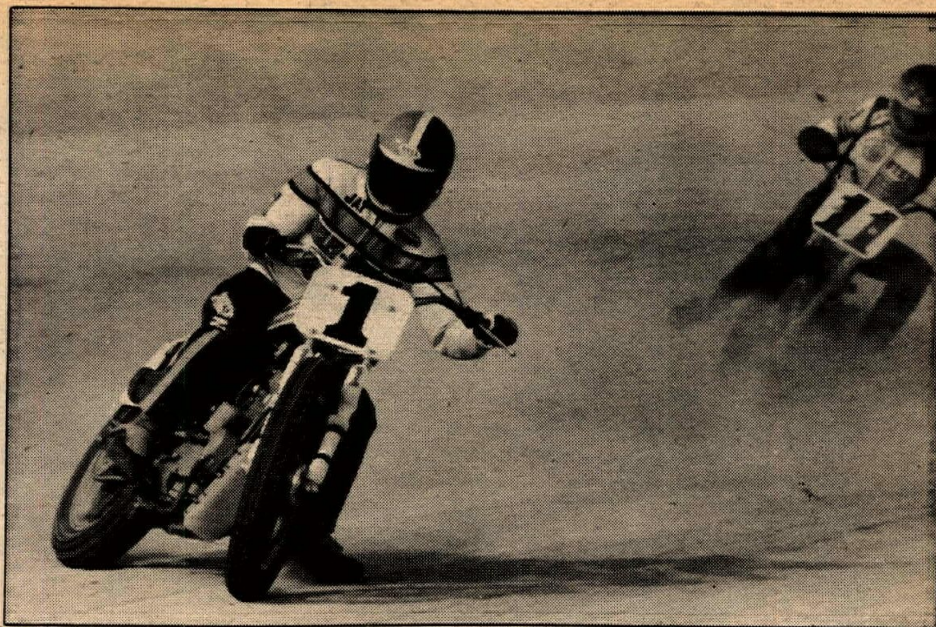
With Hank out Gary inherited a five second cushion from Morehead who played it cool and kept his distance from everyone. Springer was third with Boody and Keener close behind. Palmgren held off Eklund while Sehl did likewise to Roberts. Romero and Hawley trailed the field to the checkers.

Results

NATIONAL: 1. Gary Scott (H-D). 2. Steve Morehead (H-D). 3. Jay Springsteen (H-D). 4. Ted Boody (H-D). 5. Corky Keener (H-D). 6. Chuck Palmgren (H-D). 7. Steve Eklund (H-D). 8. Dave Sehl (H-D). 9. Kenny Roberts (Yam). 10. Gene Romero (H-D). 11. Keith Hawley (Tri). 12. Hank Scott (Yam). 13. Bill Schaeffer (H-D). 14. John Johnson (H-D).

TIME: 8:34.279, new record for 20 laps.

AMA CAMEL PRO SERIES STANDINGS: 1. Kenny Roberts 67. 2. Jay Springsteen 62. 3. Ted Boody 60. 4. Steve Eklund 52. 5. Gary Scott 47. 6. Corky Keener 45. 7. Steve Morehead 29. 8. Gene Romero 28. 9. Skip Aksland 23. 10. Steve Baker 20. 10. Alex Jorgensen 20. 10. John Hateley 20.



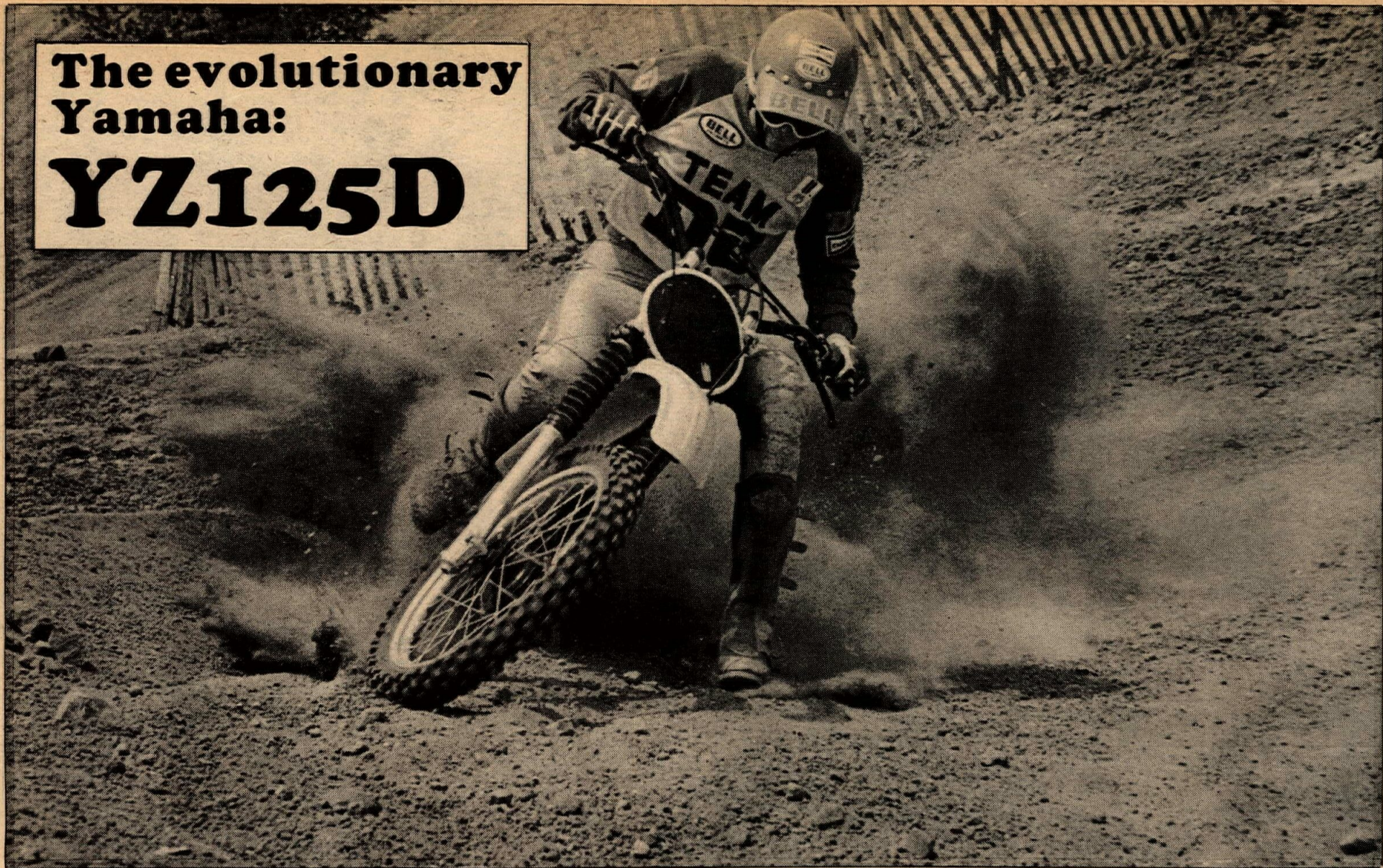
(Above) Springsteen and Steve Eklund on the dusty Louisville track.



(Above) Corky Keener before the start of the main. (Below) A serious Ted Boody contemplates his job ahead, in which he took fourth



The evolutionary Yamaha: YZ125D



Mike Bell pushes the YZ 125 D to the limits at Saddleback.



PHOTOS BY DAVE HAWKINS

The YZ125D Yamaha is a direct result of the successful factory racing program of Bob Hannah and Yamaha. Not until recently could anyone hope of purchasing anything close to what the

pros were riding. This did, however, give a lot of people a convenient excuse: "If I had a bike like that I could go just as fast..." How many times have you heard that line? Well, it's put-up or shut-up time at Yamaha.

Except for the water cooling, the '77 YZD is remarkably similar to the one campaigned by Hannah last year and even closer to the one he rides in the current 125 Nationals. Water cooling is a very secretive subject at Yamaha. While talking to one of their mechanics, his knowledge of the bike was indeed impressive, however, when questioned about the possibility of water in future models, this former learned person was struck with the fastest case of annesia ever recorded in the annals of medical history. The fact does remain that some of the water cooled type parts that were on Hannah's bike last year are present on the 125s now offered by Yamaha. Whether these are a few carry-over parts or an actual move toward water cooling in the future remains to be seen. The cost of implimenting such a major change in production would be high.

The YZD was easy to ride and handled well on the track. The handlebars bolt onto the steering column behind the forks, not on top, giving very quick turning. Inside lines on turns can now be yours.

Our first impressions of the bike were great. The rough parts of the track didn't seem bad until we watched someone else ride the same section, and realized that the suspension was working overtime.

When stock suspension comes this good from the factory it's easy to get really picky about complaints. Remember the first bike you tried to

make into a motocrosser? Compare that with what is available today. It's enough to make you cry. The gap between the factory racing program and the actual production is getting smaller each year. The YZD's pressurized air/oil leading-axle forks are plush and have the exact "dyno-curve" as Marzocchi's, which should tell you something about the front end.

In intermediate race action the forks rebounded too fast and topped out a few times. Later, three additional pounds of air pressure were added and the problem disappeared.

On the other end the de Carbon-type nitrogen/oil monoshock is also impressive — up to a point. That point is in the rough with the power off. A small amount of swapping was encountered, nothing hairy but not as straight as an arrow either. At the rear of the YZD lies the main difference between the bike you can buy and the one campaigned by Hannah in the Florida Winter-AMA Series. On the works bikes the monoshock top section is aluminum, reducing weight and allowing better cooling. As we all know, shock heat causes damping fade. Also, noted on Hannah's 125 at Hangtown were remote oil reservoirs. The production units have steel tops, which are heavier and hotter; and offer no remote oil reservoirs.

Another problem that could cause fading is the presence of air in the oil section of the monoshock. The least amount of air will mix with the oil under race conditions and cause the shock to fade in perhaps 30 minutes of hard riding the first time. The next time, with such a condition, maybe it would take only 20 minutes until the monoshock fades. This trend continues until the shock is a continual



(Above left) Mike handled the Yamaha in every possible position. (Above) With the front tire already flattened, our fork test followed a mili-second later. (Below) A close look at Hannah's 125 at Hangtown. Note the oil lines to the top of the monoshock. (Bottom) Scott Bell in race action on the stock YZD.

state of fading at which point the air has been mixed with the oil so well that most damping is lost.

This has happened in a few cases that we know of. We didn't experience any fading.

Rebuilding the monoshock is not possible in this country. If you have ever read otherwise, forget it unless you're in Japan.

Yamaha Motor Corp. doesn't have the tools needed in the good old U.S.A. yet.

Because of the very nature of the monoshock, under acceleration the YZD was a dream. The top of the monoshock bolts to the steering column, so under power the force of acceleration actually assists in straight line stability.

The Yamaha held up well and only standard maintenance was required. With the CDI ignition there was never a problem in starting and we ran the same plug the entire time we had the monocrosser. We burned Yamalube at 32:1 and the piston was clean after three races and several photo sessions.

The rear tire on our bike was an IRC, which Yamaha tells us will be standard equipment. The front was a Bridgestone. Comments about the front tire ranged from "fair" to "it doesn't even begin to bite, the front slides all over the turns." After six motos the rear IRC still gave good traction on the straights but in the turns it was easy to tell the knobs were worn.

If you have ever been to a Saturday Saddleback race you know there are some pretty trick bikes in the 125 Intermediate class. When the completely stock YZD exited the first turn in fourth place our earlier thoughts that the power was indeed adequate were verified. Mike Bell proves that the power is enough to win the pro class by his record of victories on a stock DG-prepared Yamaha.

When our novice rider suggested that the 125 YZD didn't have much power down low or in the corners, Bell countered with, "It has good power low in the range and pulls steady." Concerning the corners, Bell said "just like any other 125 you don't shut off in the turns — just keep it wide open and use the berms to keep it on the power band."

Yamaha's emphasis on cooling in production of the head is evident in the combustion chamber shape on the 125. Counting on a cool-burning (not high power) dome shape, Yamaha gets away with small fins. If the head does overheat it leads to "pinging" which leads to more heat and so on. This snowballing effect can also be caused by poor gas, wrong heat range spark plug, compression that is too high, ignition timing or lean jetting.

A cylinder heat offered by DG Performance Specialties gives better cooling with larger fins and also incorporates a better combustion dome shape. A cooler engine, especially in the 125 class, is a faster one.

The stock pipe works well with the engine and gives a good powerband. If the engine is wound past its peak a noticeable drop in horsepower occurs — this is the 125's way of telling the rider to shift. Early '77 models had some shifting problems but we didn't encounter any with our test bike — evidently Yamaha has taken care of that bug. The kick-starter on the bike stuck in the down position several times until it was removed and moved one notch up on the spindle, which caused the kick-starter to hit against the cylinder head, causing cosmetic damage only.

The 125 YZD can win the junior class as is. With a little fine-tuning it can also win the faster pro classes. Mike Bell did some test riding for *Cycle News* and was impressed with the power. Bell felt the bike pulled quite well in the low range for a 125. The trick to riding the bike fast is to become completely acquainted with the characteristics of the monoshock, which handles differently than any other shock set-up. The power package offered is more than adequate and extra power can be had with relatively little investment. For a junior-class rider (or below) the bike is one of the best offered on the market, as-is. For a good intermediate, with a few minor changes, the YZD should be a bike to consider. For the pro class, take a look at what DG's Mike Bell is doing on a stock-powered (and we mean *stock*.) monoshocker.



YZ 125	
ENGINE	
Type	2 stroke, single
Displacement	123 cc
Bore x Stroke	56 x 50 mm
Compression ratio	7.7:1
Maximum torque	12.0 ft.-lbs. @ 10,000 rpm
Carburetion	(1) Mikuni VM32SS
Ignition	C.D.I.
Starting	Kick
Lubrication	Premix (20:1)
Transmission	6-speed
CHASSIS	
Overall length	81.7"
Overall width	35.4"
Overall height	46.3"
Wheelbase	55.1"
Ground clearance	11.0"
Dry weight	192 lbs.
Fuel tank capacity	1.5 gals.
Suspension	
Front	Telescopic forks
Rear	Monocross suspension
Brakes	
Front	Drum
Rear	Drum
Tires	
Front	3.00 x 21
Rear	4.10 x 18
Color	Competition yellow
Specifications subject to change without notice.	





The Belgian Easter Trophy, a two-day, four-race event on both 250cc and 500cc motorcycles, is the biggest single motocross in the world. Roger won it in 1972 (here shown on a RH250) and again in 1973 and 1975.

World Champion: The Roger DeCoster Story Part VI: Ten years of work and crashes prove that roses have their thorns

By John Huetter

(Continued from last week)

Roger dedicated 10 years of his life to climbing through the echelons of motocross, to finally attaining the stature of a superstar in his own right, on his own terms. The consideration and respect he has earned, coincident with the metamorphosis from an ambitious youngster to undeniable but often under-estimated skills to the multi-dimensional champion, did not come quickly.

It was 10 years of learning to keep a fiery temperament in some control; of learning to master his attacks of nerves and becoming a calm, thinking competitor; of gaining confidence in his personal abilities along with the courage, desire, and will to win. Without all these, his skills as a rider would amount to nothing on the international level.

It was also 10 years of building his courage while expending the energy to improve his techniques and racing tactics; of acquiring the necessary experience and a sense of responsibility; of coming to understand the hard road that had to be traveled in his personal development.

And during those 10 years, he was constantly disproving the doubts which lingered and clung to him. Doubts about his potential, his capacities as a rider, and doubts about the efficiency of his uniquely personal riding style: spectacular and acrobatic in the extreme. It took 10 years to remodel the kid from Brussels without a dime to his name into a stable, self-sufficient person.

It was a long time to work establishing himself as a rising, then reigning, star in the motorsports world. It was a time beset with both serious setbacks and incapacitating injuries and it took nearly all of those 10 years for Roger DeCoster to earn the title of ambassador exemplary of off-road racing in particular, and of sport in general.

But for Roger, they were also 10 years of incessant struggle, not only against adversaries on and off the track but with himself as well.

As a constant background to 10 years of personal and professional development, there was always the pain of the injuries in the roughest

motorsport on earth. Most of them left their permanent inscription on his body. The list of the more serious is long enough...

November 3, 1963. Tilff, Belgium. Double fracture of the left foot in an expert Observed Trial. He returned to competition a month later with his lower leg still in a plaster cast.

March 8, 1964. Clamart, France. Hitting a tree at full tilt in an international motocross produced massive internal hemorrhaging of his left thigh. Recuperation was slow and painful mainly because Roger wouldn't stop racing while it healed.

April 4, 1965. Dilbeek, Belgium. While leading a 500 senior motocross, he crashed through a corner berm, gashing his arm.

March 20, 1966. Dilbeek. A thrown chain forced him out of the first moto. In attempting to redeem his first heat nonperformance, he rode like a man possessed in the second heat. A twisted knee and torn ligaments put an end to that ride.

October 16, 1966. Eksaarde, Belgium. This was the crash, incurred while avoiding a young spectator crossing the course, that seriously damaged Roger's kidney, put him in the hospital for weeks, and nearly marked the end of his motocross career.

February 18, 1967. Vimperk, Czechoslovakia. At the additional pre-season warm-up race for factory CZ riders, Roger's bike slid out and landed on top of him in an icy slick corner. He was out for a month and a half with a broken collarbone and a concussion.

June 2, 1968. Stekene, Belgium. The first time in over a year that Roger's parents had seen him race, they watched him smash to the ground in a crash right after the start. His neck was holed by a footpeg, his arms were burned, and the

doctors later diagnosed another concussion. He was in bed for three weeks.

June 23, 1968. Hoeselt, Belgium. In his return to competition, Roger crashed off a mud-covered bridge in the damp woods. He bounced off the guard rail and was out with a torn thigh muscle. He suffered from it the rest of the season.

November 3, 1968. Wichita, Kansas, U.S.A. In the second 500cc moto, Roger went over the handlebars landing from a jump. Steve McQueen arranged for his personal doctor to treat his separated shoulder.

April 27, 1969. Wuustwezel, Belgium. Roger is rammed full on from behind while braking to avoid a rider pile-up at the start. He lands knee-first on an exhaust pipe which penetrates the knee joint. Eight stitches are required to close the wound. The ligaments are torn and there is internal bleeding behind the kneecap. Roger is out of action for three weeks.

May 20, 1971. Eke, Belgium. Between the Swedish 500 Grand Prix and the Finnish GP, Roger flew home to race this traditional Belgian holiday motocross. As he was passing Jef Teuwissen to take the lead on the second lap, a course-marking rope got wrapped in his bike's rear wheel, locking it up and sending him to the ground. Two bones in his hand were broken.

September 12, 1971. Vannes, France. During the second heat of the Motocross des Nations, Roger was following Swede Ake Jonsson up a steep bank. A flurry of rocks thrown up by the rear wheel of Jonsson's Maico knocked DeCoster off the RN Suzuki. When he's picked up, his body is covered with rock cuts and bruises and he has another painful internal hemorrhage in his leg.

In the beginning, no doubt, the crashes served as an indicator to Roger DeCoster, allowing him to gauge his abilities and limits right to the very edge — and beyond. Crashing was also a brutally accurate measure of how far he could push with his particular style of racing motocross. Because, in those beginning years, his style was distinctive and unique among all the riders. Roger DeCoster's personal approach to riding a motocross machine introduced and created, as much as any other rider before or since, the modern style of racing motocross. Prior to the DeCoster era, motocross riding style had been mostly sit-down, with comparatively little body movement on the machine. With 500cc bikes weighing 300 lbs. and more, there was little incentive to do otherwise. But Roger's style was spectacular, a display of acrobatic flexibility and physical force in using body weight and position to move the bike around at high speeds both on and off the ground. It was an unprecedented carry-over into motocross of the remarkable sense of balance and weight shift developed during his seasons as an observed trials rider. This style made Roger DeCoster a very special case in the small world of motocross. His way of attacking the corners as if they personally offended him, and his soaring leaps over the jumps with the front wheel crossed-up to set up for the landing; the bike already cranked over for the next turn, distinguished DeCoster from every other "pilote" in motocross during those years.

His impact on the style of the sport is nearly incalculable. A whole generation of young motocrossers on both sides of the Atlantic now want, and try, to look like DeCoster.

In the line-up of all-time greats in international motocross, those who Roger, in his turn, admires the most are Sten Lundin (riding Husqvarna and Monark) for the classic purity of his Scandinavian style; the Belgian Rene Baeten (on FN) for the combativeness and craftiness which he displayed; Englishman Jeff Smith (BSA) for his attention to detail and complete inability to be shaken; Torsten Hallman, (Husqvarna) another famous Swede, for his seriousness and the way he could personally control a race; Paul Friedrichs, East German and former CZ teammate, for his complete physical commitment; and sometimes rival, whether on or off the same factory team, Joel Robert (CZ and Suzuki) for a virtuosity and natural talent on a motocross machine that netted him six 250 World Championships.

Is your engine burning excessive amounts of money?

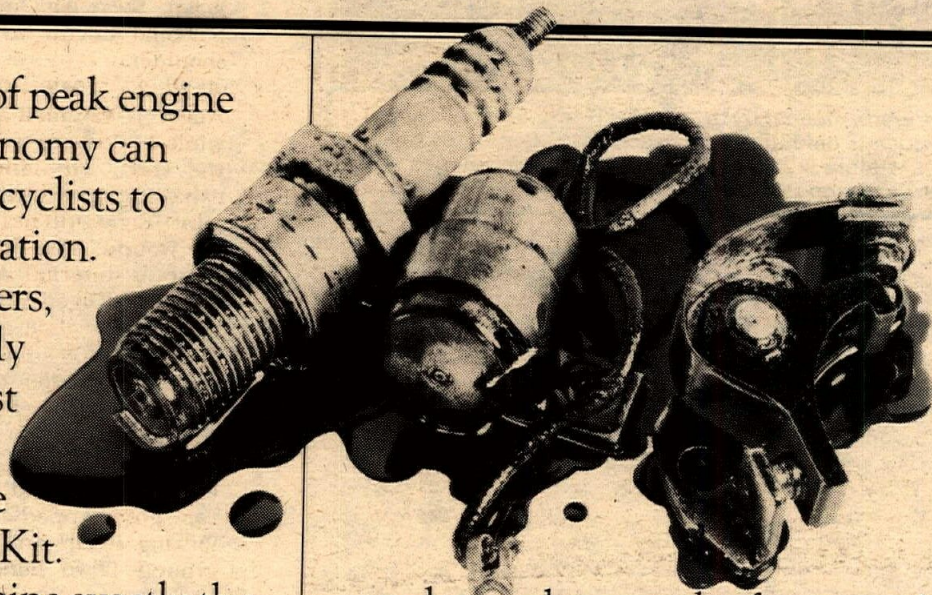
The pursuit of peak engine efficiency and economy can drive some motorcyclists to the brink of frustration.

Yamaha owners, however, need only drive to the nearest Yamaha Dealership for a Genuine Yamaha Tune-Up Kit.

Each kit contains exactly the right parts for a particular model and year of Yamaha motorcycle. There's no guesswork. No need to rely on a parts counterman who insists, "These are close enough."

Also, there's no risk of getting inferior parts.

Our points, condensers and

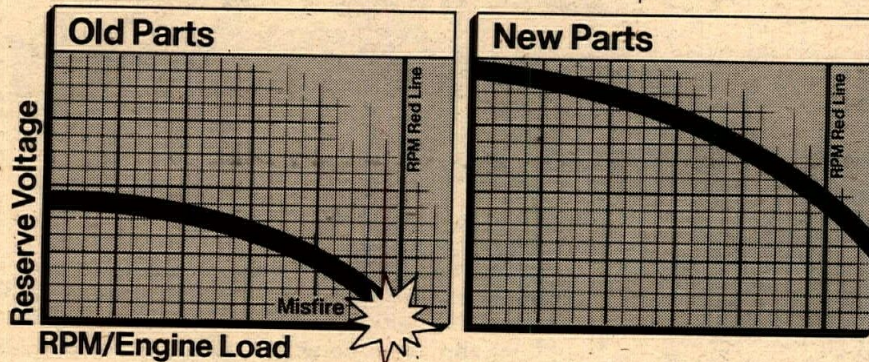


spark plugs are the finest available anywhere. Or we wouldn't be

recommending them in our new-bike warranty books.

Of course, the surprising thing is, this extra convenience and precision doesn't cost extra. We even toss in a free gap gauge and wrench.

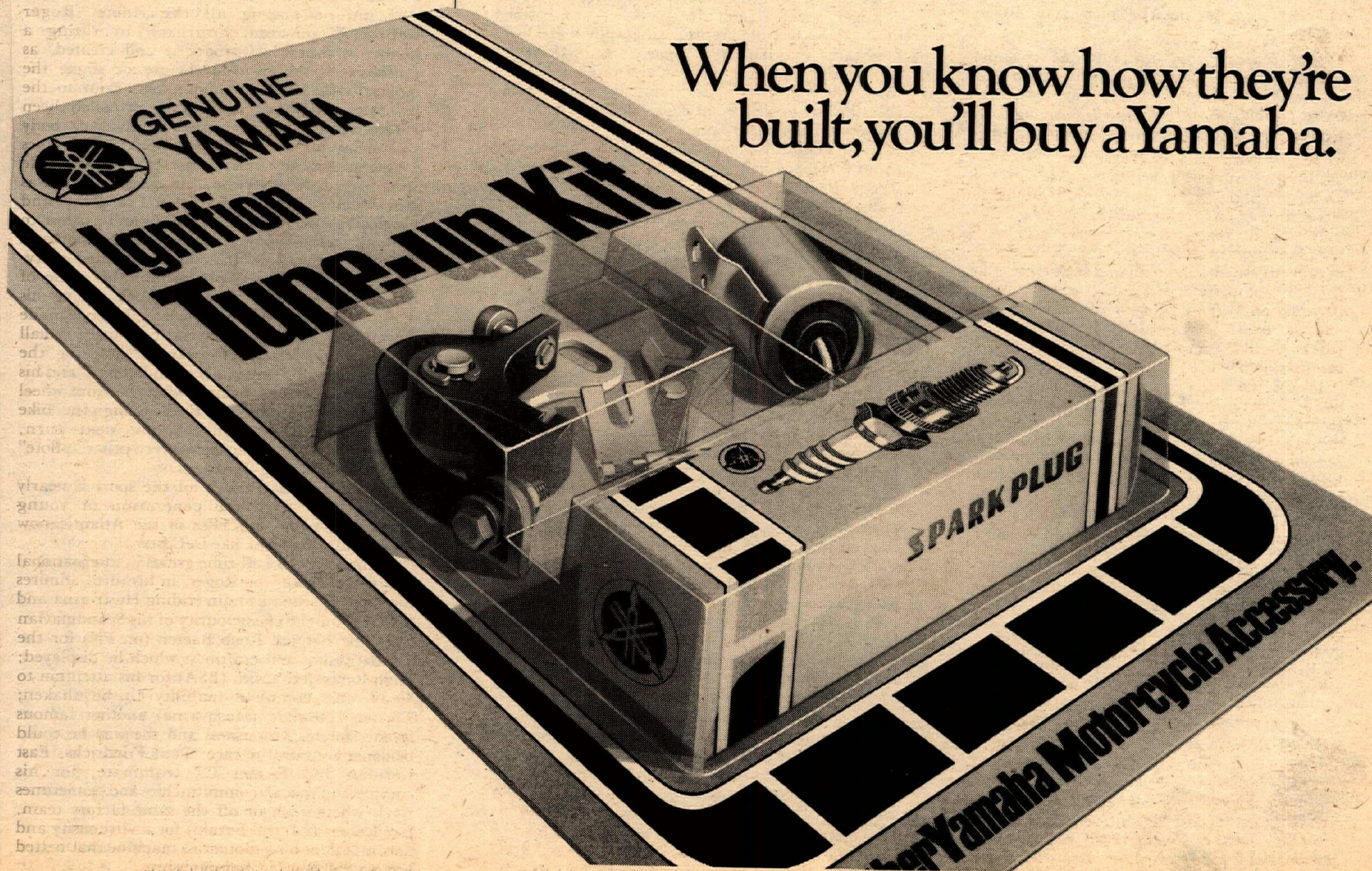
So look for the yellow and black Genuine Yamaha Tune-Up Kits. It could be the most economical way to attain peak engine economy.



The mysteries of misfiring revealed.

Any motorcycle's electrical system produces only a certain limited amount of voltage. To function at all, worn ignition parts need much more of this voltage than new parts. Thus, they have much less reserve voltage left over for high RPM, high load operation. The result? Worn parts misfire sooner, at lower RPM's. Your engine loses efficiency and economy.

When you know how they're built, you'll buy a Yamaha.



Among all these incontestably great racers, the five-time 500cc World Champion, DeCoster, occupies a very special place in the accomplishments his titles represent. Of all the riders of his generation, Roger would seem to be the most complete motocrosser. Not only because of his great achievements in international competition but, in part, because as a personality he is the first truly international World Champion — in diversity of venue and in attitude.

There is also his virtuoso ability to adapt to all types of motocross circuits: sandy, muddy, rocky, or grassy, and his mastery of all the obstacles encountered on these tracks: tricky, off-camber corners; long, bumpy straights rippled with ruts; uphill and dropaways. He is the complete motocrosser not only for this range of capabilities but also in that he can demonstrate his considerable talent with a 250 class machine, on which he can and does run at full throttle, as well as he does on a 500 class bike, which requires doling out the power in more selective doses. In fact, most of the times that Roger raced against 250cc World champion Joel Robert, with both on identical RH250 Suzukis, Roger beat him.

There is further evidence to support the "Complete Motocrosser" appellation, especially his numerous good placings and wins in both 250cc and 500cc Grands Prix as well as in both the Trophee, and Motocross des Nations for bikes of those respective displacements.

Some concrete examples of DeCoster's performance under varying conditions: First, his unmatched string of wins on the rocky, tree-lined "Citadel" circuit in Namur, traditional site of the Belgian 500 Grand Prix. Then, note also, his crushing victories in seas of mud, first at Gallarate (Italian 500 GP), then at Sittendorf (Austrian 500 GP); multiple Grand Prix wins on the Farleigh Castle, England course, which is laid out completely up-and-down-hill; and success on the strength-and power-sapping sand tracks of St. Anthonis, Holland (Dutch 500 GP) and Wuustwezel (Belgian 250 GP).

But DeCoster seems to find, and demonstrate, his true *metier* in the 250cc Trophee des Nations, which he has won in Holland, Belgium, and England, and the 500cc Motocross des Nations from whose 1969, 1972, and 1973 runnings on widely varying courses he also emerged as the top individual rider. The combination of flexibility, desire, brains, and skill has rarely, if ever, come together in World Championship competition as effectively as it has in the person of Roger DeCoster.

Those qualities become obvious to both competitor and spectator if you watch him race for a while. The personality that is seldom revealed publicly is more complex — though still incorporating the qualities mentioned. His range of humor is impressive — from a fine, ironic wit in conversation to a genuine pleasure in re-telling every shade of joke in one of the five languages he speaks fluently. It is typical of DeCoster humor that when the American Motorcycle Association informed him that his competition number for the 1974 Trans-AMA series (in prior years, usually #1 or #2) would be 61, he replied:

"If it's going to be that big, make it 69."

"Oooh," giggled the AMA secretary over the telephone, "are you sure you want 69?"

"Yes. That's a good number, don't you think so?" replied Roger.

"Sure, if that's what you want, OK," said the secretary and giggled some more.

It is also typical of DeCoster that he went on to win that 10-race series against the stiffest European and American competition yet seen in the United States.

That is only part of the human side of a motocross World Champion. He appears slightly out of focus at first encounter in the misting rain of a wet Belgian summer digging in his garden, wearing old muddy shoes and pants, plus a "wet look" Suzuki paddock jacket. The garden is neat, extensive, orderly, well thought-out like the man he has become.

Even when he's handling a hoe, he looks like a World Champion. It is the same lean, angular face that smiles down on you from a hundred advertising billboards in Belgium. He smiles reflectively, getting the weeds out from between the roses.

In addition to being Roger DeCoster, World Champion, he is also Roger DeCoster, a man of considerable personal wit, charm, and intelligence. But there is always about him a certain tangible presence, that of a person who has achieved what nobody else on earth has



Roger's mechanic, Ito, signals Roger that he is six seconds behind Ake Jonsson with 10 minutes to go at Ettelbruck, Luxembourg. One lap later, Roger was three seconds behind, and his Suzuki broke.

achieved in this time period. Now, Roger exudes a sense of confidence and a quiet competence that is taken for granted.

DeCoster seems much larger than he actually is. He has a well-muscled slim body and a way of moving that is always in perfect balance, belying a 5'8" 150-pound frame that would be inconsequential on many men. It is in the eyes that you can read much of Roger's public self. They blaze cold blue with competitive determination when he is on a motocross track — whether in actual competition or testing. If you watch closely in the turns, Roger looks very fierce yet with a tight-lipped enigmatic killer grin that says "I'm going to get you — because I know exactly what I'm doing." Off the track, the eyes still crinkle in smiles at a joke or a humorous comment — whether of his own making or by someone else. And the eyes always look directly at you whenever Roger talks to you. The eyes and the presence of the man demand your attention.

Unlike too many of our heroes, Roger gets better the better you know him. He is not a clod or dumb athlete but is able to converse intelligently on subjects other than motocross. His business dealings and endorsements are now widespread but properly arranged and discreet. DeCoster knows his wines, which he chooses intelligently to accompany post-race meals. He seldom drinks, otherwise. He admires and can recognize fine antiques and art — some of which are displayed casually in his comfortable home at Tremelo.

Roger is not a snob. He has been one of the most approachable World Champions in any major sport, perhaps because he worked so long to achieve the goal. Age mellows and refines even in the youth-dominated sport of motocross. It clearly takes brains as well as an eager throttle hand to become World Champion.

Aside from the fact that it seems to be a basic trait of his personality, it's hard to figure out why Roger is such a kind person outside of the competition arena. He is — never making a joke that will hurt someone, seldom saying anything behind someone's back that he won't say to their face. (If Roger doesn't like you, you'll soon know it.) He will help out his friends even when he doesn't really need to. Realizing this strong commitment of personal friendship can only come through experience, of course, but DeCoster could remain behind the World Champion shield more than he does. This does not mean that he gives of his time unreservedly. He's aware of its value.

He also has a clear awareness of what is involved in the gaining and holding of a World Championship. Speaking in late 1973, after being confirmed in his third world title, he commented,

"Each year it becomes a little closer. You will notice that most World Champions are World champions twice. The second year you have both the confidence and the ability. The second year I was champion, it was very easy for me. This year it was very close. I had to use my head more than Willi Bauer did. That's where the experience is necessary. Every season the competition is tougher."

The motocross events that seem important, really important, to Roger DeCoster are the Motocross des Nations (500cc bikes) and the Trophee des Nations (250cc bikes). That's when the big guns from both displacement classes all come together, grouped by national teams. Everybody of significance in world motocross is there and the all go at it together, both the 250 and 500 GP "pilotes." Roger won both events in 1972 and 1973.

And, of course, there is the motocross World Championship. "I am going to try very hard next

year to win it," he said quietly. Nobody had ever won four 500cc World championships.

Of his four brothers, only Daniel and Armand have tried to follow in Roger's path. They realized quickly enough that their older brother was already operating on an entirely different personal plane... and international competition, well, that was something else again. This they decided even though, between the two of them, they discovered in themselves some of the same riding characteristics and skills as their more accomplished brother.

What they had, more than anything else, however, was the perfect coach-instructor: a World Champion in the family. But neither Daniel nor Armand could ever envision giving up everything else to make a career in motocross. Roger's advice served to erase any remaining doubt about the fallacy inherent in tentative approach to a professional motocross career.

"It's the kind of decision you make only if you see you have a real chance of making a success at it. Otherwise, don't fool yourself."

Daniel and Armand still make frequent appearances at Belgian motocross tracks but they consider their racing more than anything else, recreation, valuable for the change of pace it offers them after a week of working in the garage they own along with their father and brother Andre.

That garage is still on the Rue England, in Uccle, Belgium where the boys were born.

In the question of a career, Roger still hasn't found any other professional that would make him change his mind about motocross. As one result, he still hasn't really decided what he will do when he ends his motocross career. He had already made himself familiar with the automobile side of motorsport but the terminal risks engendered in following that particular high-speed discipline tend to induce caution and a certain healthy circumspect. The pattern is well-established, as Mike Hailwood and John Surtees have demonstrated in their successful transition from bikes to cars in World Championship racing. But Roger thinks, now, there's little chance of some day seeing his name in the results from a four-wheeled race. Despite his disclaimer, he is capable of driving well and the rumors continue to build, particularly after another motocross injury, that DeCoster will give up two wheels for four.

Actually, Roger anticipates with increasing determination confirming his future activities within the realm of motorcycle sport. Possibly, as a mentor and teacher of young "pilotes" on the way up. Or even as a technical consultant for some factory, whether they want to call it R&D, testing, tuning, or whatever. With the experience he has, especially the thorough technical background — not common to all international "pilotes" — DeCoster will no doubt be able to find an activity that will assure him of a post-racing future.

Another of the options that Roger entertains is the possibility of building a permanent motocross circuit somewhere, probably in Europe, with a complete and permanent infrastructure, much like the road racing tracks already in existence at Daytona Beach, Florida or Ontario, California. He envisions a viable future for motocross through increased spectator appeal.

"In a country like Belgium, in which motocross enjoys maximum popularity, I sincerely believe that this type of complex is indispensable. The project does not seem to be me all that utopian. Plus, with always more population pressure, we are in danger of losing the use of some natural tracks which see only one or two races a year run on them. It seems like a project both realizable and profitable."

Roger's U.S. racing experience has influenced him, as the so-called "stadium motocrosses" in this country have had very high spectator popularity. After participating in a couple of these races on man-made courses, Roger's candid comment was, "It's not so bad as I thought."

His European motocross complex is probably realizable, unless Roger emigrates permanently to the United States. The change in residence is not at all impossible since one of his co-equal ambitions is to create a motocross racers' school. In 1973, he was invited to Greece to give such a course to local riders. It was a task that Roger returned from very pleased. Mainly, because his students showed themselves to be quite satisfied with the schooling.

"Before I went to Greece, I doubted the actual worth of these motocross lessons. However, at Athens I became aware that if the course of instruction is basically well-conceived, if all that the student racers may and must do is first fairly

established (knowledge of self, machine, and terrain), there is no doubt that such teaching is an activity from which motocross can profit. To establish this kind of school, the United States appears to me to be the ideal place. Motocross racing is still in its initial stages. The possibilities appear enormous. Moreover, the establishment of a discipline in motocross racing, like homework, will mark the sport with more professionalism. This, in turn, will help to give it a less restricted future. All the elements exist in the U.S. to allow a 'motocross master' to accomplish some significant work with racers aspiring to professional or international levels."

As a motocross professional, Roger has incontestably succeeded. He has attained the highest level possible for a racer, and as a result, a comfortable material situation and lifestyle. The teenage boy who grudgingly paid out his francs, each scabbled for and hoarded day by day, to indulge his passion for motocross is now, among other things, the happy owner of a small estate in the woods of Tremelo, a Brussels suburb. A stag and two does now gamboled amidst the pines around Roger's villa and property. The estate is called, with some appropriateness, "The Fox." The deer are called, with little originality, "Bambi." All of them.

In the garage are anywhere from two to four works RH250 and RN370 Suzukis, on which Roger practices his sport and experiments, especially with frame and suspension ideas. In the driveway is a fuel-injected 164E Volvo and a Porsche. Roger relaxes by working in the rose garden, digging, weeding, and tending his extensive, neatly-kept bushes. A gardener usually mows the lush grass lawn.

Ironically, Roger never saw his home, "La Renarde," until after he already owned it. Before he left for the United States in mid-October of 1969 to take part in the third European foray onto American motocross tracks, he had mentioned to Jose Manset his notion of buying something in the greater Brussels metropolitan area. Without being too specific or precise about a location, Roger seemed to have a preference for a house in the Keerbergen or Tremelo area.

Roger had been in the States only three weeks when he received a telegram from Manset. It mentioned a villa for sale on Van Roostlaan Place. If he was interested he should respond quickly — by telephone as there were other interested buyers. Roger called from Bud Ekins' house.

In five minutes on the trans-Atlantic telephone, Roger got enough information to authorize the purchase. Fifteen days later, he received some photos of his future abode from Jose Manset, who had purchased the villa for DeCoster.

"The property really appealed to me. To this day, I've never regretted buying my home. Even without having seen it."

Nineteen seventy-three was a significant year for Roger. He had, of course, won his third World championship but on December 13, two days before his wedding in California, Roger was awarded the highest, and most prestigious recognition that it is possible for a Belgian-born athlete to receive.

DeCoster was selected as the sole recipient of the annual National Merit Trophy for Sport. The award was presented to him by Prince Baudouin, reigning monarch of Belgium. Roger therefore became only the fifth motorcyclist to receive his nation's highest sporting award since the creation of the institution.

It had gone to Jules Tacheny and Rene Milhoux in the 1930's for setting numerous world speed records on asphalt, then to the late Rene Baeten, the first Belgian to become World Champion in 500cc motocross (then the only world-level class), and lastly to Joel Robert in 1964, the year in which he won the first of six World Champion titles at the young age of 20.

Roger thought, later, that the National Merit Trophy was the best possible souvenir he could have of the last moto of the last 500cc Grand Prix determining the World championship. It was on the St. Anthonis circuit in the Netherlands that the German Willi Bauer's last hopes of upsetting DeCoster were finished. Roger's trophies of the motocross wars would always have seemed incomplete unless they included the highest honor possible for a Belgian athlete.

"If it wasn't to be mine that year, there was a good chance that it would never be. And my list of accomplishments would always have had that big empty place in it..."

Two days later, Roger married Laurie Adams in her minister father's church in Santa Barbara,



A great start at the 1973 German GP in terrible conditions at Bielstein helped Roger hold onto his crown that year. Most racers hate mud — Roger loves it.

California. 1973 was the year of DeCoster.

However, international motocross is also a part of the greater world within which it happens. In the civilization of the 1970s, even an uncluttered and basically simple sport like motor racing gets entangled with committees of non-racers, vague rules and the uncertainties of personal or national politics.

One result of motocross "modernization" was that even Roger's 1973 championship was finally the result of a committee decision.

It shouldn't have been. The rules of World championship motocross seem, conceptually, as straightforward as possible for a multi-national season-long series of Grands Prix: the "pilote" with the best total of finishing positions and wins (all counting toward Grand Prix points) is the new Champion. Roger had more GP points than his closest competitor, Willi Bauer. After everybody threw out their worst finishes, counting only their best racing performance, as allowed under 1973 rules, Roger still had more GP points.

It turned out, though, that Roger DeCoster wasn't officially confirmed as motocross champion of the world until after the annual congress of the Federation Internationale Motocycliste (International Motorcycle Federation) which assembled that year in Madrid at the beginning of November, nearly two months after the last Grand Prix.

It fell to the Motocross and Trial Commission of the F.I.M., which had been created through the efforts of Belgian F.I.M. delegate Rene Bruneel (and who, in turn, now presided over it) to consider the motion introduced by the English and Swedish federations to annul the 500cc title. In effect, depriving Roger of his third World championship.

The whole affair began in Austria on April 15 of that year at the Sittendorf circuit near Vienna. It was the site of the first 500 Grand Prix of the season. That day, about 20 of the top-ranked "pilotes," among them Roger DeCoster, refused to start the race. Their reason was basic. It was physically impossible to race on the Sittendorf circuit.

All during the night, a freak spring snowstorm had dumped snow over the Austrian hillsides. By morning, a foot or more covered everything and, even with Austrian soldiers working with shovels, it proved impossible to uncover the circuit. Only one path about two feet wide had been cleared on the flat areas; the snow was less deep on the hillsides but wasn't cleared at all. The track simply could not accommodate the 40-odd GP riders entered in the event. It was not feasible to race a Grand Prix.

As an added reason to forego the Grand Prix, the course was in violation of F.I.M. rules which demand a minimum of approx. 10 ft. (three meters) width on the course at all points.

The angry "pilotes" and the official delegates of Belgium, Holland, Sweden, and England proposed to run the race in order to satisfy the organizers and the TV audience (TV time had already been sold by Herr Bosch, the chief organizer.) but the event should not count towards the World championship. The international jury, heavily weighted in numbers by representatives from the Eastern block, rejected this proposal. The event was to be run in the snow; it was to count as a GP.

At the start gate for the first moto of the 1973 Austrian 500 GP, there were only a handful of

contestants, none of them among the acknowledged greats of motocross. Most of them were from Eastern European countries or were Austrian riders looking to pick up some easy GP points. All of the top riders, led by reigning World Champion DeCoster's influential stand in not participating due to the dangerous, impossible conditions of the course, had walked out on the Grand Prix. A young American rider, Brad Lackey, then embarking on his first full season of 500cc Grand Prix competition and the only U.S. racer, maintained solidarity with the European racers and passed up a chance to pick up some cheap GP points. Brad admitted he would have done whatever Roger had decided to do in this situation. Still, he showed reasonable judgment and a sense that the riders must stand together that belied the hungry eagerness of a 20-year-old. This incident went some way toward forging a stronger friendship between DeCoster and young Lackey, who himself was U.S. 500cc Motocross Champion that year; already a pro motocross veteran at 20.

The Austrian GP was won by a Czech named Oldrich Hammerschmid. He defeated 16 other riders of generally even less distinction in the first moto and 13 other starters in the second.

But now, the question of whether the Austrian GP was or was not a World Championship points-paying GP was raised again in the lofty, ornate meeting rooms of Madrid. The Swedish and English delegates co-sponsored introduction of a complaint demanding the annulment of the Austrian Grand Prix. It was a complaint which, if sustained, would deprive Roger DeCoster of a third world title.

In effect, if the Austrian GP were removed from the list of events counting toward the championship, then the final ranking of "pilotes" would be based on the best 10 finishes for each rider rather than the best 11. Under the "10 best" conditions, Willi Bauer would have totaled the same number of points as Roger (135), and, after everything was sorted out, take the world title since he had more first places than Roger during the season.

During its first meeting, the Motocross and Trial Commission devoted more than two hours to considering this motion for annulment. Finally, the *status quo* was accepted as the most reasonable condition. Roger DeCoster's world title was confirmed around the green baize table of an ornate conference hall in Madrid.

The Commission's report on its decision based the majority argument on the fact that the annulment of the Austrian GP as a points-paying World Championship round should have been done during the motocross season or, better, before the next Grand Prix on the schedule was contested. This would have enabled all the "pilotes" to come to the start for that succeeding GP knowing exactly where they stood in terms of necessary, and best, finishes for the season.

But that decision had never been made officially during the season. Therefore, Bauer as well as DeCoster had fought out the rest of the Grands Prix knowing that the snowed-out race at Sittendorf had been upheld by the international jury at the time as an integral part of the list of performances for each "pilote" in 1973. Or so the Commission's reasoning went. True, DeCoster and Bauer had raced with the knowledge that Austria was part of the World Championship rounds, so it could charitably be said that logic triumphed at Madrid. It could also be said that it didn't hurt to have the commission headed by Rene Bruneel — but that would not be true. Even though both DeCoster and Bruneel are Belgian, normally reason enough for collaboration in F.I.M. politics, relations are not good between them. It is, in fact, a reflection of Bruneel's (and the Belgian federation's) lack of affection for the country's most distinguished 500cc rider that he accepted the complaint into his committee for consideration in the first place.

The revolt of the gladiators on the snowy hills of Sittendorf was now part of the legend of motocross. The irony was that its most influential leader, DeCoster, nearly cost himself his third world title. But it was also that rider revolt that sparked the formation of the Grand Prix Riders' Association, established to look out for the interests, especially in matters of course safety, of all GP motocrossers. It has since proved a viable, respected organization.

And it was Roger DeCoster, in his leadership role as World Champion, who was one of the principal sponsors of the Association in its formative stages.

(Continued next week)

UP CLOSE



Jon R: the name is synonymous with the powerful motocross racing program of American Honda. A large part of the racing success enjoyed by Honda is made possible by dedicated mechanics like Jon Rosenstiel.

He started out working on motorcycles when his dad, who owned a farm machinery shop in Illinois, decided to carry a small selection of Hondas. This was the birth of a life-long love for motorcycles. After seven years Jon decided to move west, and wrote Honda a letter asking if they knew of any mechanic openings with dealers on the West Coast. Honda like what they read and employed Jon as a product engineer.

Jon's first involvement within the Honda racing effort came at the 1972 Baja 500 tuning the four-month-old XL250. After Gene Fetty and Bill Silverthorne's Baja victory you could say Jon was off to the races, (pun intended).

After supporting Bruce Baron in 1972, Jon became the tuner for Gary and DeWayne Jones on the National Motocross scene. The Honda wrench remembers that year with mixed emotions. The good part was that the team was based in Texas at the Jones' grandparent's home. "I think I gained five pounds the first week. The bad thing about that year was that I had to drive this un-godly big, red truck. It was a 10 speed and it was tough to hit all the shifts without missing one. You just don't pull into a McDonalds with one of those," Jon said. The high point of that year was when he married Carol around Christmas time. Wayne and Warren Reid, Carol's sons, rounded out the happy foursome.

In '74 Jon tuned for Marty Smith at two of the four 125 Nationals and the dusty World Cup. Marty swept the National title with 180 points to spare. With that season, Jon had proven himself to be one of the finest tuners in the U.S.

The big "Ice Cream Truck" for team Honda entered the '75 season with Jon again behind Marty and #1. For the second year in a row Smith dominated the 125 class with a flawless performance. Smith finished the season with a total of 1,000 points, ahead of Tim Hart's second-place 457.

Last year, Jon headed the European racing effort for Honda. Based in West Germany, he guided Smith in European competition. Japan didn't know if they were going to race that year until very late and ended up racing year-old models with increased suspension travel. "European tracks were a lot rougher than the tracks in the U.S. We broke parts we thought we would never break. It was also a very rough year on Marty — he couldn't speak the language, the food was different and travel was demanding," Jon said as he remembered that year across the Atlantic.

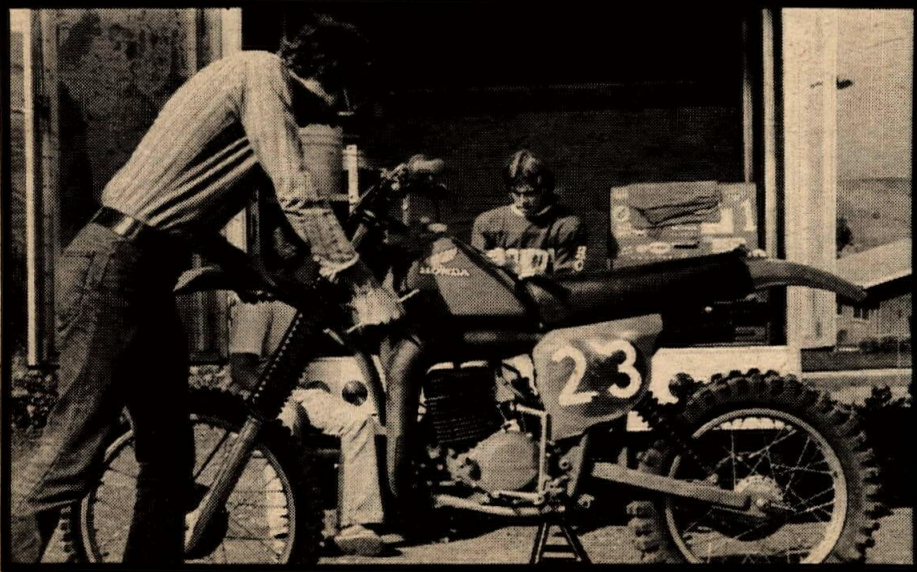
Jon is a perfectionist. He thought of '76 as a failure, although Smith finished second in the 125 National Championship and third in Grand Prix World Championship competition. A lot of factories would be happy to have such a "failure."

Warren Reid was hindered early in his career in his bid for a factory ride. No factory in their right mind would send their super-secret bikes to the home of the famous Honda mechanic, and Honda avoided Warren because it might look like Jon got the ride for his step-son.

Nothing could be farther from the truth. Warren is out to prove himself this year in the 125 Nationals. Warren placed fifth at Hangtown with a 3-12 score, on a virtually stock Elsinore. Both Warren and Jon are looking forward to the rest of the 125 races.

Concerning the title this year, Jon said, "Nobody is going to walk away with it this year." Count on one thing: Jon R will be a factor in this year's championship outcome.

BY DAVE HAWKINS



American Pat Hennen's Suzuki broke in two in a nasty crash while Hennen was in second place. Hennen was unhurt.

World Championship Road Race GP-Round 4 Sheene tops 500's, Baker fourth, Hennen crashes

By Chris Carter

IMOLA, ITALY, MAY 15

Barry Sheene, the Dictator of Imola: that's how an Italian newspaper described the British world champion after practice for the Italian Grand Prix at Imola on Sunday, and there was no reason for anyone to change that title after Sunday's 30-lap 500cc race.

Sheene won this one the hard way—from the back. And with his nearest rivals Steve Baker and Pat Hennen in trouble, Barry stretched his lead to 15 points with only five more rounds to go in this year's title chase.

If Sheene's was to be expected, then the results of the 250cc and 350cc races at Imola provided some interesting and welcome surprises.

Franco Uncini, the youngster Harley-Davidson drafted into their squad this year to help Walter Villa defend his two titles, won the 250cc event to score his first GP success and help boost the sagging morale of the Italian-based factory for whom little has gone right this year. Franco now leads the 250cc title chase by nine points from England's Tom Herron, who was back in sparkling form to take fourth place.

But even more impressive was Alan North, who confirmed his early season form by winning the 350cc race. It, too, was his first GP success and for the privateer from South Africa, who handles the preparation of his brace of racing machines single-handed, it was a personal triumph.

Six laps from home the clutch cable on North's Yamaha snapped, but though Italian Mario Lega, making his debut on the factory Morbidelli, and another South African, Kork Ballington on Sid Griffiths' Yamaha, closed the gap, North hung on to his lead.

Ballington wasn't given a chance to see if he could pass the pair ahead of him, though, for 2½ laps from home he ran out of fuel.

It's still too early to start talking of titles because mechanical trouble or a tumble could still upset the form book. But the fact remains that there was no one in the 500cc race to match Sheene.

At the flag he was only 1.3 seconds ahead of Italian Virginio Ferrari, who had led the race for half the distance, and Armando Toracca was in close company too. But there was never doubting the final result for one moment.

Sheene was in mid-field position as the pack pushed away, while Toracca, Ferrari and Steve Baker on the factory Yamaha were quick to fire up, and by the end of the opening lap, Barry was still in 14th place.

Ferrari was flying, but the pack gradually whittled away his lead. Pat Hennen moved ahead of Toracca to go into second place but a lap later the American crashed at high speed at the fast left hander soon after the start and finish area, but miraculously escaped injury.

Just why he crashed wasn't clear, but one theory is that the new style fairing, based on the early season Yamaha design reacted badly to a side wind making the front end of the Suzuki four go light. Whatever it was, though, it was effective for in the accident the machine broke in two pieces.

Hennen's accident put Steve Baker into second place with Toracca close behind and Sheene now fourth. Within two laps, though, Baker was back in fourth spot while Sheene chased Ferrari, with Toracca in tow.

Both of them passed Ferrari and Virginio was content to stay in third place until two laps from the flag when he passed Toracca and closed the gap on Sheene from more than three

seconds to less than two.

But Sheene always had things under control. Baker, the Yamaha seeming to be down on power, and the American perhaps a trifle unnerved after crashing in practice for the third week in succession, was fourth home to keep runner-up place in the championship trail but lose still more ground to Sheene.

If the race had gone any longer, Ago might have caught Baker too, for after a sluggish start he rattled through the field to finish fifth just ahead of the talented Philippe Coulon.

Results

500cc: 1. E. Lazzarini (Kre); 2. R. Tormol (Bul); 3. A. Nieto (Bul); 4. H. Rittberger (Kre); 5. R. Blatter (Kre); 6. U. Graf (Kre); 7. S. Dorflinger (Kre); 8. P. Plisson (ABF); 9. E. Mischiatti (Der); 10. A. Pero (Kre).

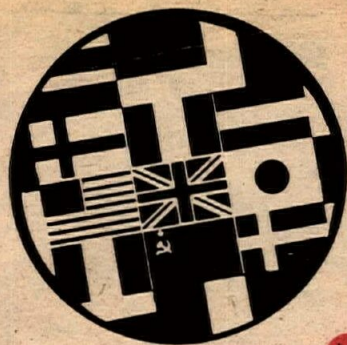
125cc: 1. P.P. Bianchi (Mor); 2. E. Lazzarini (Mor); 3. M. Massimiani (Mor); 4. A. Mang (Mor); 5. A. Nieto (Bul); 6. S. Pazzaglia (Mor); 7. H. Muller (Mor); 8. J.L. Guignabodet (Mor); 9. S. Dorflinger (Mor); 10. P.A. Cipriani (Mor).

250cc: 1. F. Uncini (H-D); 2. M. Lega (Mor); 3. B. Ditchburn (Kaw); 4. T. Herron (Yam); 5. A. North (Yam); 6. J. Ekerold (Yam); 7. J.F. Balde (Kaw); 8. T. Katayama (Yam); 9. V. Soussan (Yam); 10. V. Francini (Yam).

350cc: 1. A. North (Yam); 2. M. Lega (Mor); 3. T. Katayama (Yam); 4. M. Rougerie (Yam); 5. B. Kneubuhler (Yam); 6. M. Uncini (H-D); 7. W. Villa (H-D); 8. F. Agostini (Yam); 9. D. Boulon (Yam); 10. C. Mortimer (Yam).

500cc: 1. B. Sheene (Suz); 2. V. Ferrari (Suz); 3. A. Toracca (Suz); 4. S. Baker (Yam); 5. G. Agostini (Yam); 6. P. Coulon (Suz); 7. J. Newbold (Suz); 8. C. Estrosi (Suz); 9. B. van Dulmen (Suz); 10. A. Mang (Suz).

WORLD CHAMPIONSHIP MOTOCROSS



FROM EUROPE:

Roger DeCoster — Belgium — Suzuki
(1971-72-73-75-76 500cc World Champion)
Gerrit Wolsink — Holland — Suzuki
(U.S. G.P. Winner 1974-75-76)
Heikki Mikkola — Finland — Yamaha
(1974 500cc World Champion, 1976 250cc World
Champion — Current 500cc Point Leader)
Graham Noyce — England — Maico
Adolf Weil — Germany — Maico
(Trans-AMA Series Winner 1973)
Herbert Schmitz — Germany — Maico
Jaak VanVelthoven — Belgium — KTM
Willi Bauer — Germany — KTM
Hakan Anderson — Sweden — Montesa
(1973 World 250cc Champion)
Bengt Aberg — Sweden — Yam — Thumper
(1968-1970 500cc World Champion)
John Banks — England — CCM
Arne Lindfors — Sweden — Husqvarna

FROM AMERICA:

Brad Lackey — Honda
(1972 National 500cc Champion and G.P. Winner)
Pierre Karsmakers — Yamaha
(1973 National 500cc Champion and G.P. Winner)
Jim Pomeroy — Honda
(America's First G.P. Winner)
Marty Smith — Honda
(1974-75 125cc Nat'l. Champion and G.P. Winner)
Bob Hannah — Yamaha
(1976 125cc National Champion)
Tony DiStefano — Suzuki
(National 250cc Champion 1975-76-77)
Kent Howerton — Husqvarna
(National 500cc Champion 1976)
Jim Weinert — Kawasaki
(1974-75 National 500cc Champion)
Gary Jones — Am-Mex
(National 250cc Champion
1971-72-73-74)



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PHOTOS BY JIM GIANATSI

AMA Supercross Series — Round six

Smith untouchable at Popeye's Superdome Supercross

By Charles Morey

NEW ORLEANS, LA, JUNE 4

Team Honda's Marty Smith, perhaps to console himself for the near miss in the 250cc National Series title chase, left all challengers behind in the Popeye's Fried Chicken sponsored

Louisiana Superdome AMA Supercross final moto. From the moment the bright red factory Honda burned off the line and led the field into turn one to the cheers of a 40,000-plus audience, Marty had it won.

The competition was there. Yamaha's phenomenon Bob Hannah trailed in Smith's tracks, and Can-Am's indoor specialist Jimmy Ellis kept the pressure full-on throughout the 20-lap race. But Hannah was riding with an injured ankle and had instructions to just "just finish," and the tight, longish (over one-minute lap times) Superdome track made passing a chancy process among riders of near equal ability. Once the top three riders took their places in the first quarter of the final moto, their positions remained unchanged in a parade-like finish.

Qualifying

The best racing of the evening took place in the four qualifying motos and two semifinals as riders struggled to get into the money-paying events.

In a preview of things to come, Marty Smith rocketed out of the hole in the first qualifier with Team Kawasaki's Terry Clark and Suzuki's three-time 250cc National Champ Tony DiStefano close behind. Marty might have carried the "preview" concept in completion, but he dropped the Honda on the fourth time around, and Terry Clark took over with a determined Tony D on his trail. Smith remounted quickly — behind Clark and DiStefano — and swiftly began building momentum for a recovery ride as announcer Larry Huffman prepped the crowd for what was sure to come. By this time, more pressure had built up from behind Smith as Equipo Bultaco's Rich

Eierstedt and "Hurricane" Hannah had moved into fourth and fifth places.

Smith, charging at a speed excelled only by that of Huffman's tongue, closed the gap on Tony D beginning a duel that would soon carry them both past Clark. The moto ended with DiStefano working hard just to keep Smith from literally buzzing the knobs off the Suzuki's rear tire. Clark held third; Eierstedt and Hannah rounded out the top five who qualified.

Confusion at the gate put three riders over the metal barrier before it dropped for the second qualifying round. Suzuki's Jeff Jennings hopped completely over it and worked his advantage into a beautiful holshot. Unfortunately for Jeff, the advantage would be lost in the form of a one-lap penalty when the race was done. Roger Jones and Jon Kolbenavik also lost a lap as a result of their eagerness to get a quick start.

Kent Howerton, second behind Jennings with a legal start, got past in the first minute of the race as did Suzuki's 1975 Japanese National Champion Koji Masuda. Jim Pomeroy, fifth at the start, had slipped up into fourth. Pomeroy made short work of both Masuda and Jennings, moving up to second by lap four. Jim would close on Kent, press for a while, then finally ease off and take a secure second, easily qualifying for the main event while Howerton took the moto victory.

The next three qualifying places were anything but settled however, as no fewer than six riders formed a bumping, shoving traffic jam in contention for the remaining three slots on the final event starting line-



(Above) Smith (9) grabs the lead in the main ahead of Hannah (2), Mosier (13) Steve Wise (12) and pack. (Left) Jimmy Ellis captured third at New Orleans.

up. Jennings, though he must have known he'd be penalized, was going for it. But Kawasaki's Gary Semics had fastened onto Jeff's tail and he was being pushed hard by Masuda, Mickey Boone, Chuck Sun and John Ayers. On the last lap, Boone jammed under Masuda on a tight-bermed right hander, and Koji went over the high side, out of the running. With Jennings bumped, the final three slots went to Semics, Sun and Ayers.

Jimmy Ellis left no doubt concerning the third qualifier outcome. Captain Cobalt led Bultaco's Kenny Zahrt, Maico's Steve Stackale and Bul rider David Taylor out of the chute on his good-running and ultra-quiet Can-Am. For Ellis, it was simply a matter of keeping the bike up on two wheels as Zahrt settled back after pushing early in the race and Stackale followed suit.

But then the second and third place runners dropped back suddenly, and Team Honda's Tommy Croft inherited second place. Zahrt had stalled the Bultaco, and Stackale ("I slipped down on that little off-camber thing.") had fallen. Both recovered quickly to stay in the top five. Stack even closed on Croft to keep him honest, but Tommy held his second place behind a long gone Jimmy Ellis. Zahrt followed in fourth and Can-Am rider Robert Owen completed the top five.

Last year's Supercross Series Champ Jimmy Weinert launched his factory Kawasaki to head the fourth qualifier from gate to checkered flag. Steve Wise, riding an RM250 Suzuki, stayed behind Weinert all the way to an unchallenged second place.

But Gaylon Mosier, in one of the most impressive rides of the evening, recovered from a first turn tangle to place fourth at the end. The crash raised a lump on the Team Maico rider's upper leg, a painful injury that would affect his final moto performance noticeably. Mosier got around Yamaha's Rick Burgett into third place with four laps remaining, but the "Lumberjack" returned the favor on the final time around to regain his third. Behind Mosier in fifth was Suzuki's Danny LaPorte who also had put in an outstanding recovery ride from that first lap fracas.

Four more riders made the program, two from each semifinal moto. An extra tight race formed in the first one as Jeff Jennings and Koji Masuda, the two Team Suzuki riders took a hotly contested battle right down to an unbelievable finish. As they approached a lapped rider in the final turn on the last lap, Masuda took an outside line as Jennings cut inside. As the slower rider drifted wide, he

and Masuda tangled bars and both shot off into the infield where Masuda demolished a photographer's tripod in a violent get-off. Koji got up quickly, restarted the Suzuki and crossed the line still in second place — the final qualifying position in the moto!

The second semi put the last two riders on the line for the final event. Penton rider Charles Cooper took the win over Bultaco mounted David Taylor.

Consolation

Former Team Bultaco rider Wayne Boyer, now waging a strictly privateer effort on a Yamaha, topped the consolation race.

Malcolm McBride led Bob Collie and Johnny Borders through the opening lap as Boyer, back in sixth place, dialed it on and looked for passing opportunities. On laps two and three, both Collie and Borders got around McBride. Borders' turn near the front was short-lived as he fell on the next lap and let Ralph Babin into second place.

By this time, Boyer had worked up into third. Roger Jones rode two spots back in fifth, but he soon found a line around McBride (fourth) to follow Boyer to the flag. Collie came in third.

Final

It was 11:13 when the gate dropped for the final moto in Popeye's Superdome Supercross. But if people were tired, 24 bikes exploding off the line accompanied by Huffman's excitement-building patter certainly brought them back to life. As Marty Smith wicked his Honda to the front, bikes were bouncing and flipping in all directions. Suzuki's Danny LaPorte and Husky's Chuck Sun went down in turn one. Rick Burgett lost control of the factory-backed YZ250 Yamaha in a collision with Suzuki's Koji Masuda. And things were equally hot out in front.

Bob Hannah wasn't sparing Marty Smith an inch of leeway in his pursuit of the leader. Steve Wise, riding a non-factory RM250, managed to hold off the man from Can-Am for a lap and a half before Jimmy Ellis passed in mid-air on the largest jump on the course.

"Ellis almost jumped on me...it freaked me out!" Wise recalled after the race, "I looked up, and his front wheel was right there! (indicating a level just above his head and only a foot away)."

The "freak out" must have been a delayed reaction, however, as Steve quickly got the gas on and repassed almost instantly. Two laps later, Jimmy once more came past, and this time it stuck. Wise lost concentration

(Continued to page 52)



(Above) Marty Smith flew to victory in the Popeye's Chicken Supercross. (Left) Bob Hannah "just finished" a second place showing with some classic tongue english.

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PHOTO BY REX REESE

Strike or ride: that's the basic question. As the weeks pass, fewer and fewer riders man the picket lines. Inside the stadiums, the racing is still... racing.

A Break Ahead, or Will Everybody Lose? The Speedway Strike Slides on

By Rex Reese

With shouts and signs advocating their cause, dissident speedway riders brought their strike to the gates of the Orange County Fairgrounds in Costa Mesa on Friday night, May 13. It was

the second week of racing at Costa Mesa's basket-sized speedway track. The marquee out front advertized the likes of Mike Bast, Jim Fishback and Bruce Penhall who would be racing that night, but incoming fans noticed another sign placed below the marquee which said simply, "RIDERS ON STRIKE."

Jerry Fairchild and others stood outside the main entrance holding strike placards and signs. At the gate, riders led by Sonny Nutter and Billy Gray stopped cars and passed out leaflets as they talked to fans. The question that the strikers asked most often: "Do you want to see half the show for the same dough?" With that, they asked fans to please turn around in support of the strike.

To go or not to go has been a tough question for fans to answer ever since the beginning of the speedway season when the Speedway Racing Assn. (SRA) membership and promoter Harry Oxley disagreed over a proposed 10% raise over the 30%-of-gate-receipts that riders have been paid the last nine years.

Riders have demanded the raise in order to cover the rise in the cost of living over the years that speedway has been run in this country. They claim, that like the cost of living, the cost of racing has also gone up. A bike that cost \$700 in 1970 now costs \$2,000. Then there's the cost of riding gear (helmet, leathers, boots, gloves, other protective pieces, and the all-important steel shoe), the cost of transportation, gas, food, lodging, and other things which add up to an expensive bill at the end of the week. Technological improvements like four-valve heads, overhead cams, new engines and new bikes also run up the cost of being competitive. And, if something should break, well...

But money and the cost of living make up only one facet of the dispute. The leaflets distributed by strikers to

incoming spectators at Costa Mesa complained of what they called the "promoters' monopoly." Claims listed included: 1) "Promoters refuse to discuss rider request for increased share of the profits! 2) Rider cost to participate has skyrocketed; 3) Promoters have not increased riders purse in over eight years." The leaflet asked for fans to "Let the promoter know you want to see all the top riders on the program!" It concluded its appeal by saying "A small increase to the riders would not increase the cost to the public, as we are asking only a small increase of gate money."

"Our business is racing," said an SRA representative in reference to the demand. "And we're not interested in how much money Harry makes as long as we get our fair share. If we had been getting an honest count all this time, there wouldn't be any strike, because we would be fairly well off. After nine years of racing, Bill Cody, Mike Connelly, Sonny Nutter and Rick Woods would be financially a whole lot more secure than they are now. They just don't really have a whole lot more now, compared to when they started. I am quite sure that Harry Oxley has improved his financial situation a whole bundle in the last nine years. But all we want is our fair, rightful share of the gate. We do not want to put him out of business. We do not want to take his tracks away from him. We do not want to do anything except help him make more money, and get more people into the grandstands — and put on a better show, so we can make more money. That's what we're really interested in: racing and making money."

Dissenting riders have claimed that pressure has been put on them by Oxley in an attempt to stop their protest. Also, one SRA member alleges that Oxley has manipulated newspaper advertizing and news

coverage to his own advantage in order to hide the strike from the public.

In a telephone interview with Oxley, his response to the charge of media manipulation was "a lie." Harry explained that "the problem there is...the newspapers have been printing us for nine years, and they print their information any way they want to."

As striking riders were making their cause known to incoming fans at Costa Mesa, there were complaints by the riders that, as they stopped cars in order to make their pitch to the occupants, program distributors (Mrs. Marilyn Oxley and Mrs. Dennis Fink) would butt in to pass out a program, and at the same time threaten riders that they'd never ride again.

Oxley denied that there were any threats, however. He said, "The people have been out front saying 'don't go in', Marilyn decided that she had had enough and that people should have a choice. So she went up to cars that were stopped and handed out programs. When an old-time ex-rider found that out, he said, 'Now that they know that the top guys are riding, now what are we going to do?'" Oxley continued to say in response to the threat allegations, "I make the decisions about who rides at my tracks."

That Friday night, when cars, trucks and vans stopped, riders made their appeal and asked people inside the vehicles to turn around. Some did. Others kept on rolling through as security guards urged riders to not block traffic. Then, there were those dangerous few who didn't seem to give a damn about anything as they gassed their way through the strikers, causing several dissident riders and supporters to get out of the way.

Occasionally, a car load of foxy chicks would stop to see what was happening and Sonny Nutter would be called in to handle the case in his own personal manner. The appeal was the same — to turn around to support the strike, or to help the riders out by carrying a sign. Some of the girls smiled and went on. Some stayed.

More strikers were stationed by the entrance to the fair grounds for a last minute act of persuasion as spectators went on to the track, but apparently their efforts did little good. The stands inside the speedway stadium were almost full, and more people kept on coming through the turnstiles.

Apparently, it didn't seem to matter much to them who was on the track as long as the action was there. "We know about the strike," said one pretty girl as she and a friend bought tickets, "but we came to see the races anyway."



PHOTO BY DENNIS GREENE

The riders who participated that night at Costa Mesa saw things directly opposite from the views of their striking counterparts. Steve Lewotski, who's in the transition between Second and First Division riding, gave a rundown of what riders on the other side of the fence think:

In April, the SRA held a meeting which has been a center of controversy for both sides since strike feelings were running very high. A vote was taken on whether or not to strike.

"Forty-four were for riding, and 48 were against," said Lewotski. "So we had a split association. The SRA fell apart that night. Some people say that it wasn't a fair vote, but there were enough riders who wanted to ride that Harry said, 'OK we'll ride, and those that don't, sit on the fence.' And that's what happened."

But one SRA member alleges that the SRA vote was "instigated by Oxley" for his own purposes. "He brought people in to the meeting for the express purpose of just to vote at that meeting," the member claimed. "(Oxley) paid their memberships so that they would be able to vote. In theory, they really shouldn't have been allowed to vote, but they did vote — and there were about 10 of them. After the election, he stopped payment on their membership checks. In reality, they were only members for that one vote, and to try to influence that one vote in an unethical manner. If you take those 10 votes away, then the vote was really 48 to 34."

"The vast majority of riders came out to ride," said Lewotski. "Only 15 or 20 — maybe 25 — are not riding; a very, very small percentage of riders. And we're putting on a good show. There are First Division riders out here. There've been people who've been saying that there are no First Division riders riding — that's a crock."

According to Lewotski, Oxley hasn't been using any scare tactics as alleged by strikers; "In fact, he's been ignoring them (the strikers), and he won't take any action against them. If they want to be there, they're there. They can strike. But he's not doing anything about them. He's been calling up the police if anything happens. Basically, nothing's happened so far that I know of; so everything's been cool. But their ranks are dwindling. There've been quite a few riders who have come over to start riding."

Strikers, on the other hand, claim that those currently riding have been "feeling pretty bad about riding while they know their friends are out striking." In other words, according to

the strikers, dissension still exists among the riders who are presently riding.

But Lewotski says that there isn't any dissension at all. "I haven't heard anything for it," he said. According to Lewotski, riders have formed a Riders Control Board (RCB) to enforce rules and handle any grievances that might come up. "They have been very strict and have been enforcing the rules, and most of the riders have been sticking with the RCB and Harry. There have been no ill feelings against Harry that I know of."

According to Lewotski, there are a few riders, however, who haven't taken a side in the controversy which has ripped the speedway scene from top to bottom. "There are a few riders who are sitting in the middle — don't know what they want to do — and try to wait it out. But I don't think that there's anything to wait out. I think the SRA is pretty much dead."

As the situation stands, those riders associated with Oxley are apparently satisfied with their relationship, said Lewotski. "Well, I'm happy with it," he said. "I've heard a few grumbles that Harry could possibly be paying some more money; but as far as I know, it's pretty much 100% with Harry."

Even though striking riders have made several allegations about Oxley's character and fairness, Lewotski personally attested to his own relationship with Oxley. "Harry Oxley's never screwed me. He's always been fair to me ever since I've been in speedway. The SRA has never really done anything for me except charge me money to ride. And as far as I'm concerned, Harry's been the fairest promoter on the circuit. Over the last nine years, there've been 12 promoters, and Harry Oxley's the only one who's made it. So he's got to be doing something right."

On the other hand, striking First Division rider Tom Morely has his own opinion as to why he was participating in the strike. "It's the right thing to do. It's what I plan on doing for the next 10 years, maybe. I'd like to make a living of it — it's called professional racing. And that's the way to do it."

Morely admitted, however, that the number of striking riders are few indeed. "There are not a whole lot of guys — not enough, I think. But they're all First Division riders. They've been in it a few years, and they know what it's like."

Morely also believes that the threats denied by Oxley are real. "I think that there've been some threats. I won't mention by who. But a lot of guys just want the money, so they go out there and ride."

Those riders who have been running with Oxley contend that the strikers are "over the hill" riders, who were never able to cut it on the track in the first place. "They still want to ride," said Morely in disagreement. "Maybe some of them have been around, but they're in there to win just like anybody else."

Another SRA member, who wished not to have his identity disclosed, thought that "it's ridiculous to say that anybody at 30, or 28, 31 or 32 years old" could be considered over the hill. "If they have a problem, it's a mental problem because they've been beaten so much. They've been cheated, they've been browbeaten for eight or nine years — mentally, they're down. It's hard to be enthusiastic, to be competitive, when you're mentally just being whipped all the time."

He elaborated upon the alleged threats that Morely alluded to. "There have been so many guys blackballed by our promoters for one reason or another, mainly because they wouldn't

(Continued on page 31)

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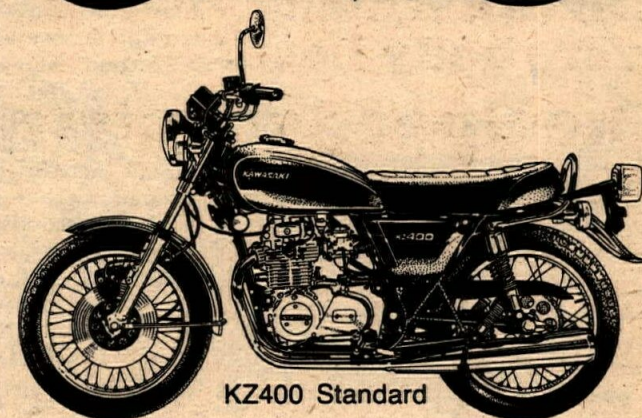
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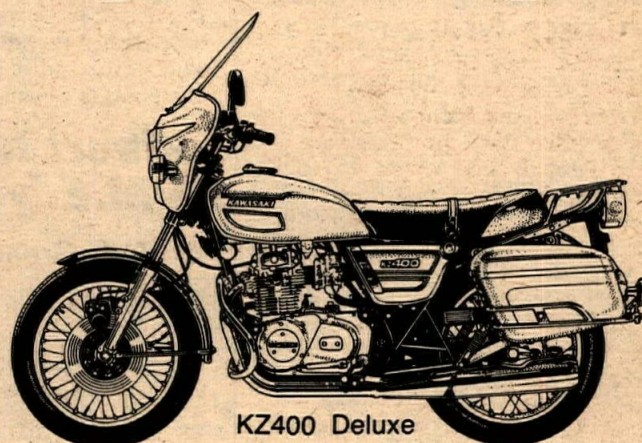
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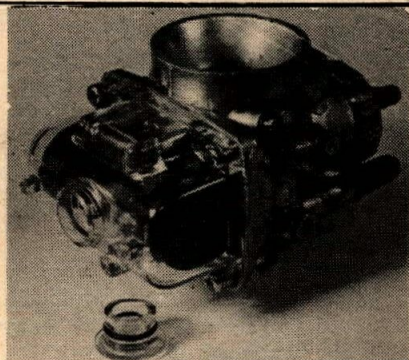
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PHOTO BY JUDY KLINGER

(Above) Heading for the Jackpot (CRC) on the eighth minute. (Above right) The AME Youth Division flew at Sprockets. (Right) Chris Cannon at Elsinore.

Neese grabs CRC Jackpot (enduro)

By Mike Klinger

LAS VEGAS, NV, MAY 29

Over 150 motorcycles and 50 baja bugs, jeeps and four-wheel-drive trucks invaded the 100° temperature Nevada desert for the California Racing Club (CRC) Jackpot Enduro. Although the enduro was held 30 miles from Las Vegas, the sign-up and trophy presentation was still among the slot machines and gambling tables of "Pops Oasis" Casino. Speaking of trophies, Duane Neese (Open B) was the overall winner of the Jackpot, losing only one second over the entire 78 miles.

The motorcycles were the first to hit the trail which led directly east and under the Southern Pacific tracks. The course continued through miles of sandwashes and fire roads which was a delight for the buggies after travelling over miles of rocks. During the middle of the first loop, there was a four-mile section that proved to be an obstacle. It was an old battered fire road piled with rocks and boulders. The bikes kept a relative constant speed, but the four-wheelers had to crawl. Over all the rough rocks, riders then hit check three, went under the train tracks again and on to the high speed dry lake. Everyone screamed across the lake at blinding speeds because the pits were in sight.

After the first loop results were tallied, Tim Champman (200 C under 16 class) was the overall winner for one loopers with two seconds lost. First place in the Woman A 200cc category was Sharon Willowby who lost only 3 seconds. The first mini honors went to Chris Gables with 29 seconds off a perfect score.

As the first bike began to start the second loop, the four wheelers were punishing the turf on loop one. Loop two took the riders directly west, under Highway 14 and into the rocky mountains. There was only two speed changes in the entire second loop which turned in to be quite a challenge. The course rambled through the foothills and back under the highway and under the train tracks for the third time. A couple of miles before the finish of the second loop there was some rough gully, off-camber trail riding that had to present a problem to most of the four-wheelers. Some four-wheelers had no problems at all including overall winners Don Ellis and Ken Hall (dune buggy) who only lost three seconds on

the entire event.

Well, the second loop and the race was over just short of the train and what a welcome sight it was. Neese had won the overall trophy but only by one second. Ron Storey (Open A over 35), Darrel Benner Jr. (Open B over 35) and David Weaver (Open B) tied for second overall by only losing two seconds each. Slightly remarkable! 250 A honors went to Tom King who only lost seven seconds; Open C trophy to James Dumon (1.60); 250 C to Dan Kline (1.59) and surprisingly enough a 100cc bike won the 125 C class — Steve Thomas only lost one minute, 53 seconds to win the 125 C class. An overall look at the enduro shows that a split second decided the winner and being tied for second place. By Sunday afternoon, the desert was really hot and dusty and it sure felt good to hit the pools in downtown Las Vegas. ●

Gilbert takes A.M.E. youth

By Judy Greenberg

VALENCIA, CA, MAY 27

Friday night, as the 83cc Beg. 12-and-Over class charged off the line at AME's Youth Division races at Indian Dunes, Alex Atencia and Kevin Brewis had a wheel-to-wheel battle for the holeshot, with Brewis emerging in front. Dan Marz, who had a bad start, was busy working his way up through the pack to third, putting the pressure on Atencia. Mark Zehasky and Brent Powell, both on Yamahas, were riding as a duo down the straight, into the ess turn, with Zehasky holding onto fourth. Marz managed to get by Atencia, climbing up on Brewis's back as they rode the ess through to the flag.

The second time out, Atencia jumped into the lead. Brewis was trying to find an opening to pass Marz for the second spot, while Zehasky was having his trouble getting by Powell in fourth. Atencia lost his lead, with some problems in the far end of the track, as Brewis swept by Marz to take command. Atencia, back in the race, poured it on in a last attempt to bring himself to a trophy position as the flag waved them in, finishing third.

The Junior Cycle classes have been growing each week. In the beginner class, George Richardson was really cooking, as he maneuvered his Honda into an early lead. He was followed by Justin Souza and Moose Galan. Souza, had immediate bike trouble and was out of the race leaving Galan to take over second. Sean Gilbert, who was



PHOTOS BY BOB GREENBURG

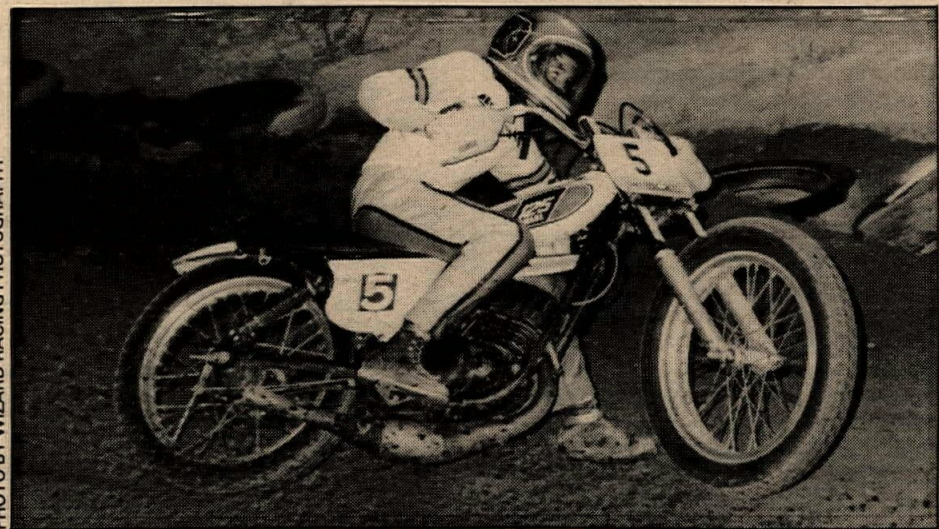


PHOTO BY WIZARD RACING PHOTOGRAPHY

last out of the gate, was hauling through the pack until he reached Galan. Gilbert was right on Richardsons rear fender and moved up to his side. Handlebar to handlebar they rode into the sweep, and through the turns with Gilbert pulling into the lead to take the flag. In moto two, Gilbert tore out in front and built a terrific lead. Richardson held second, while Galan rode a strong third. Danny Gisel and Joseph Matkin had a good race for the fourth and fifth spots. ●

Results in Results Section.

Pappe wins two at Sprockets Park

By Judy Greenberg

BAKERSFIELD, CA, MAY 29

Youth Division held its second event of the Summer Series at Sprockets Park in Bakersfield. The riders found the track a challenge, with the many turns, loops and a "King Kong" jump.

Jim Pappe of Ridgecrest had quite a day for himself. Riding his Suzuki in the 100cc Junior class, Pappe had a lead that wouldn't quit in each moto, taking a well deserved trio of wins. Behind Pappe was Jeff Prieur and Steve Wilham, who fought it out in all three motos. Prieur, winning second in the first two, was leading Wilham in the latter, when he went down in the sharp turn after the tower, giving Wilham the break he needed for the second finish.

It was Pappe again in the 83cc, 12 and Over Juniors with another triple win. In the first moto, Pappe was out in front with a good lead. Andy Meszaros was in second. Both riders maintained respectable leads in these positions. The action was taking place for third. Jack Greenberg (aircone) was being challenged by Barry Eckess (International M/C) and Cindy Dumo

(Pesky Suz). These three riders had a battle through the entire moto. Dumo pushed Eckess who in turn pushed Greenberg. Dumo (the only girl in the race) got by Eckess to start working on Greenberg as they came off the "King Kong" jump into the loop. Dumo went down at the base, putting Eckess back in fourth. As they rode passed the tower on the straight, Eckess got by Greenberg on the outside then Greenberg got him back in the sharp turn which followed. They see-sawed positions in the few remaining laps, with Eckess taking third away in the last lap. The second moto, Meszaros grabbed the lead which Pappe soon took away. Gene Stephens soared by Meszaros and went after Pappe. Pappe, Stephens and Meszaros pulled away from the pack, riding these positions through to the finish. Mark Clark took the fourth spot from Greenberg, as Eckess took sixth from Dumo. The last time out, Pappe, Meszaros and Clark dominated the pack of 15 riders, giving them first, second and third overalls. ●

Results in Results Section.

Two for Montgomery at Elsinore TT

By Andi Gangewer

ELSINORE, CA, MAY 28

Since San Diego's Mike Montgomery has been winning everything in sight, he has built up quite a reputation. This night was no exception. Montgomery was dominant over his class and two firsts and a second earned him the first place trophy in the Open Novice/Amateur class. The amateurs were lined up in back of the novices and this positioning was definitely to Montgomery's advantage.

In moto one Montgomery got the lead right from the snap of the rubber band, but pressure was mounting from behind. Amateur Joel Windham really made him sweat. Windham wouldn't budge and experience is the best teacher. Windham watched and waited until the right opportunity and in a flash his 400 Yamaha was now the leading bike, with Montgomery's 500 Yamaha now in second. Tom Parker, also aboard a 400 Yamaha put Bud Wanbaugh (500 Yam) down to fourth after a close battle.

Race two for the open bikes was quite an upset for Windham. Montgomery saw the checkered flag from the start and nothing else would do but that Mike would be first across the finish line. Wanbaugh shot into second but soon was put down as both Joe Thraikill (amateur) and Windham took advantage of the hole that Wanbaugh left open. The finish was Montgomery leading the two amateurs in, Thraikill, and Windham.

The final race was ready and waiting with Montgomery in expectation of another win, and the overall first. They were off, and as the previous races, Mike left the other bikes behind. Wanbaugh's second place was short-lived. Lap one and two was a blanket race with all the bikes jockeying into position and deciding who would lead who. Tom Parker soon took second away from Wanbaugh and Windham got into some traffic and got into some problems and went down. Montgomery was the victor and moved one notch closer to the rank of amateur.

Montgomery and Wanbaugh met again in the Special Novice class. Mike Had no trouble what so ever claiming the title of "victor" as he clinched every race. Wanbaugh was next in line and was the number two finisher overall after he placed second the first two races and was put down to third the final go 'round. Kawasaki's Rick Blankenship showed Wanbaugh how to keep awake as on lap two Blankenship followed Montgomery in.

Chris Cannon pulled the holeshot in th 125 Amateur and kept Hemet's Garth Beavers in second. Cannon had easy picken's and the first race was his. Only three riders showed for moto two. Newly-transferred Don Milam was the third man in behind Cannon and Beavers. Cannon led the final race for two laps until a mistake cost him the lead and Beavers ushered Cannon and Mulan in in that order. Cannon still came up with the most points and the 125 Amateur trophy. ●

Results in Results Section.

Miller and Breker get some competition at R.A.C.E. MX

By Elaine Jones

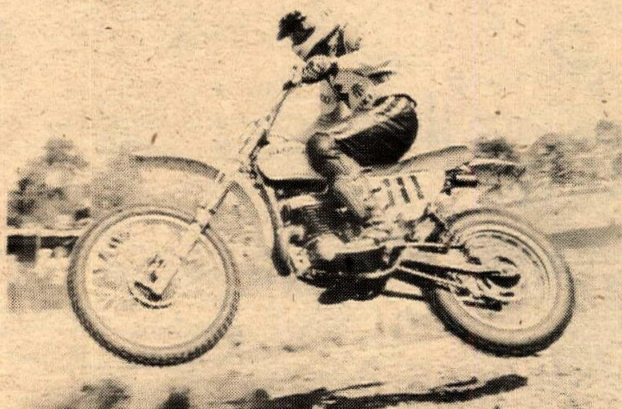
CORONA, CA, MAY 27

Marty Miller and Goat Breker continue to win their respective classes at Corona but the competition is starting to get a little tougher.

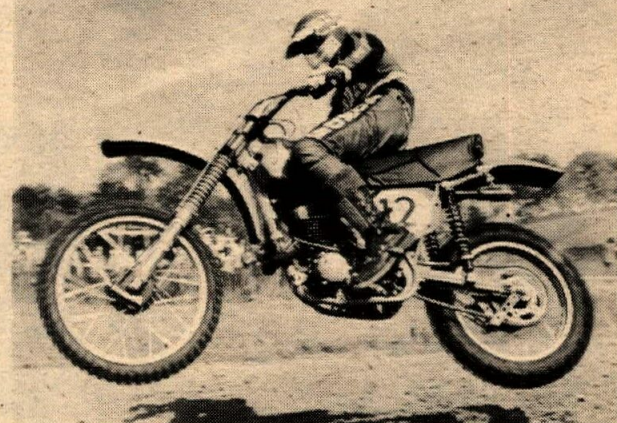
Miller got a taste of it in the first moto of the 250cc Pro go. It was Jim Lawson who was off first with Danny Jean in the second and Miller third. As they headed for the hillside portion of the course they closed up tighter than

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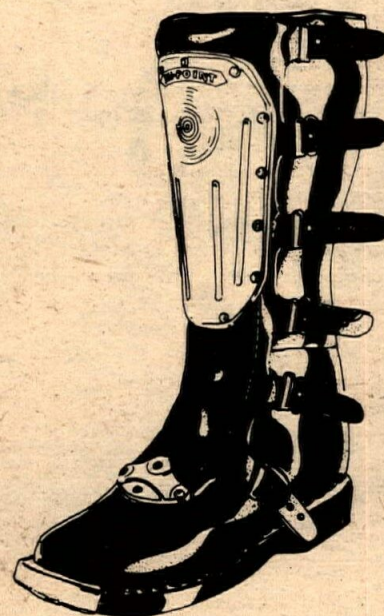
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PHOTO BY LEE TAYLOR

(Above) Rounding one of the downhill corners at AME's High Sierra MX. (Above right) Showoff and 125 Pro winner, Bobby Kline. (Below) 125 Junior Division I winner Craig McConnack leads third-place Tom Tate.



PHOTO BY KURT HEADLUND

ticks on a dog but Lawson was still holding both of them at bay. On the third lap Lawson had to go wide as they came into the infield to avoid a down rider and Jean was able to slip underneath. The hole was quickly filled by Lawson so Miller was still in third spot. The battle continued for the next three laps with Miller trying to get a line on the inside, outside or even over the top but Jean and Lawson weren't having any. When the checkered came out Miller had to be content with third to Jean and Lawson.

The second moto had Jean off on top with Miller second and Lawson third. By the end of one Miller was sitting in his usual position in front but not the usual lead he is used to enjoying. On two Jean went down and although he was up quick he lost ground and was pretty much out of it. Lawson continued to dog Miller but couldn't find the chink in his armor and had to settle for second with Jean getting third. It was a three-way tie for first with Miller getting the nod with the second moto win. Lawson came up with the second with Jean third.

After last week's wild and wooley 125cc Pro racing this week would have to be called sedate. Marty Miller led wire to wire in both motos with Chris Dooley and Doug Lincoln following him home.

Goat Breker got a bit of a surprise in the 500cc Pro Class and it came from very close to home. The first moto was Goat's from start to finish with his Norstar-Dallas Baker-KTM teammate, Keith Fearing in second. The big surprise came in the second moto when Keith decided that second wasn't good enough and he broke on top with Goat stuck back in fourth behind Kelly Callaway and Carl Gieselman. While Breker was picking his way through traffic Fearing was gamely hanging on to the top spot and continued to do so until the fourth lap when Breker caught up with him and took over the lead, not only passing Fearing but Callaway in the process. Fearing hung on to the second spot one more lap before Callaway took him on the white flag lap and brought it on home in a KTM sandwich. The overall ended in the same order.

Results in Results Section.

Martin is SRA Grand Prix Winner

By Sue Senn

CARLSBAD, CA, MAY 29

Expert Yamaha rider, Wayne Martin, claimed over all points in the Open class but it didn't come easily. Twenty year old Craig Adams won the first of the two half hour heats with a 33 second lead over Martin. Then, again in the second heat, Adams jumped out front with an impressive lead but at the end of the first lap it became apparent he was in trouble. His lead began to dwindle and he was passed first by Martin then by Gary Bates who had finished second and third in the first race.

Adams, who had earlier stated "This is my kind of course — fast rough and not much asphalt," showed why he is rated one of SRAs fastest Open Experts by completing the 25 mile race on a flat rear tire and earning a second overall.

In the 101 to 200cc heat, novice Yamaha I.T. rider Steve Brown really gave Jeff 'Goat' Hollie a run for his money. In the curves and rough stuff, 17 year old Hollie's experience really paid off but as soon as the pair hit the asphalt and straightaways, the new I.T. proved to be the faster machine. This was one of the most exciting races of the day as the boys see-sawed back and forth for the entire five laps with Brown winning the second heat and Hollie winning overall.

The thrill of victory was super sweet for Rod Fowler who raced his first time ever as a 250 Beginner, but for senior favorite, Gary Auberlin, it was the agony of defeat when he threw a chain in the first race and had a DNF in the second.

The girls did their part and as soon as Vicki Miller Haag finished racing in the 201 to 250cc class with the men, she jumped in the womens race where she just barely scooted by #1 plate holder, Louise Bates. Both girls commented that it was the best race either had ever ridden.

Two unsung heroes, Gary Hambrice, flagman, and Debbie Kendricks, number taker, had their hands full at the finish line when riders tried to follow the old course, which was a sharp right turn rather than the new sharp left. And under the circumstances both did an incredible job. Debbie never missed a number and Gary never lost his cool, even when riders tried to use him for traction. Especially Senior Expert Bob Berdyck who literally pushed a rider around the turn while trying to outrun Adam Padilla who was racing his Maico with 6 broken spokes and a slightly flat looking wheel. Padilla who used to be a Honda factory rider, just switched to the Maico and it looks like they'll be quite a team as Padilla beat Dave Crowfoot and Berdyck in both senior heats.

Another exciting race of the day existed between amateur Don Glover, who wore a Yamaha jersey and rode a KTM, and amateur Lance Tubbs on a Yamaha. Tubbs won the first heat, lost to Glover in the second in a great battle. These boys really show how its supposed to be done. As Gary Sigman says "The days of cherry pickin are over. SRA has a whole new list of 'Hot Dogs' and they are burnin doors."

Results in Results Section.

PHOTOS BY LEE TAYLOR



Kline, Schneller and McCoy win first AME High Sierra MX

By Lee Taylor

BISHOP, CA, MAY 29

Bob Kline (FMF) took the 125 Pro class for top money at the first annual yearly A.M.E. High Sierra MX

In the first moto, Rick Hulsizer grabbed the holeshot but was overtaken by Kline in the first turn. It was extremely tight for second between Danny Thompson and Bob Ramsey (Yam-Cycle Shack). Ramsey moved into second while Andy Jannings, in fourth, was moving up fast and challenging Thompson. From second place on back it was anyone's race. Kline had a wide-open lead, digging deep into the berms and driving spectators crazy with out of sight cross-ups on the down hill. Jerry Shore was running fifth and looking sharp, as he is recovering from a knee injury, as Jannings was holding in tight in fourth.

Kline still had an unbelievable lead with Ramsey in second. Jannings, coming into a sweeper turn, moved up fast and took over third. Shore was in fifth and moving up fast on Thompson. He passed Thompson, and then set out for Jannings, passing him. His next target was Ramsey. Back in the pack, Wes Norton, who started out in last place, with trouble on the line, now moved into third. An unbelievable job of moving up! Shore went by Ramsey and was soaring until he hit back stretch and lost a chain, setting him way back in the pack. Kline finished the moto with the same wide-open lead he held throughout. Norton moved in for second and Thompson held third.

The second time around, Kline again grabbed the lead and this time Norton was behind him. Jannings was running third with Thompson in fourth and Shore in fifth. The riders spread out a bit and held their positions throughout the moto. At the finish line Kline sailed across to first overall, second went to Norton and third to Thompson.

Sherman Schneller (Suz-S.M. Cycle Sport) held a wide-open lead in both motos of the 250 Pros for top money. On a two-mile track, he consistently averaged two minute, 35 second laps. In the first moto he had Dave Haugh behind him in second and Tony DeLaTorre running third. Tracy Oswell (KTM-Mid-Valley) and Eddie

DirtTalk

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COUTARD CLEANS AMERICAN ROUND

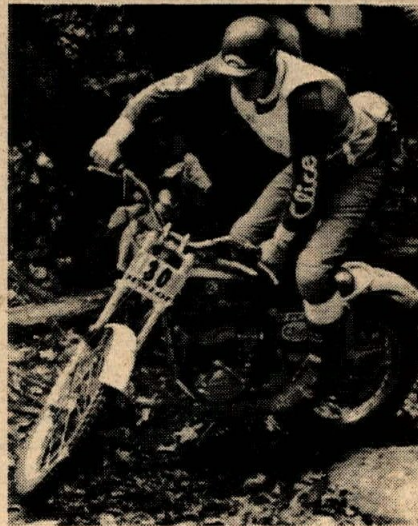


May 29, 1977...Jeddo, Michigan

Bultaco factory rider Charles Coutard scored his first victory in world class competition in the American round of the Observed Trials World Championships. The victory vaulted the quiet Frenchman into fifth place in the championship standings with five rounds to go. Coutard finished the first of two 25 section loops tied with Marland Whaley for the lead, but then backed up his initial nine marks lost with a sensational 13 for the second loop to give him a clear victory.



ONE POINT



LAMPKIN TIGHTENS WORLD CHAMPIONSHIP TITLE CHASE

May 29, 1977...Jeddo, Michigan

1975 World Champion Martin Lampkin improved his hopes for another crown in 1977 by moving to within one point of current points leader Malcolm Rathmell. Martin placed fourth in the American round after a tightly fought duel with Mark Eggar that saw the awarding of the position based on the number of cleans chalked up during the event. In all, Bultaco filled five of the top 10 finishing positions.

Cole moved up fast, pushing Haugh back to fourth. Cole (Yam) was really flying trying to keep Haugh off his tail, and in the process moved on by Oswald.

In the second moto, Hal Strauss (Mon-G.P. Cycles) led the pack up the hill, where Schneller took over the lead. Strauss held firmly to second, staying in close. Oswald was coming up fast on Strauss but couldn't get by him before the finish line. First overall went to Schneller for back to back wins, second to Cole and third to Strauss.

The 500 Pros had to be seen to be believed. Monte McCoy took home the victory after overcoming insurmountable odds.

In the first moto, he ran into trouble at the line and started off dead last, 25 seconds behind the rest of the pack. Steve Stasiefski, a test rider for Maico led the pack up the hill and held the lead until overtaken by Donnie Hansen (Yam-Int. M/C). Hansen set up a beautiful lead with Jeff Loft running second; Rich Varvel in third. Stasiefski moved back into fourth. McCoy was really moving up and fast — now in fourth and working on third, challenging Varvel. He passed Varvel and closed fast on Loft. Passing Loft gave him a shot at Hansen with 14 seconds between them. Hansen was riding WFO, knowing McCoy was there and held his position 'til the end of the moto.

In the second moto, McCoy shot off the line and ran a strong first. Loft was running second. Hansen collided with another rider in front of the tower. After remounting, he was really moving, going quickly to third. Hansen then had moved into second and was airborne, out to catch McCoy. Loft was staying close to Hansen and Tom Claire and Randy McCoy were having their own duel for fourth, coming by the tower side by side. McCoy held onto fourth with Claire hot on his tail, until Claire went down over a jump and couldn't regain his position. At the finish line McCoy breezed across to first overall, Hansen took home second place money and third went to Loft.

A huge crowd of spectators and racers turned out to welcome the first annual A.M.E. High Sierra MX. They met one of the most challenging MX tracks ever built. Located against the hills of Bishop, the track consisted of jumps, uphill, downhill, and deep berms, it provided a fast, two-mile course for those ready to take it on.

Gordon Spoor, of Bishop, was the man responsible for the track. News of the race generated an air of excitement in Bishop, not the least bit upstaged by the Annual Mule Days Celebration, Bishop being Mule Capital of the World! Radio and TV plugs had townsfolk excited and eager to see MX. Although there were some problems with the sound system, Gordon provided an excellent communications system between the starter on the line and the racers.

Results in Results Section.

Crawford wins all Canyon MX pro classes

By Lesley Crawford

PHOENIX, AZ, MAY 21

Dave Crawford was in top form at the Canyon Raceway moto-

(Continued on page 33)

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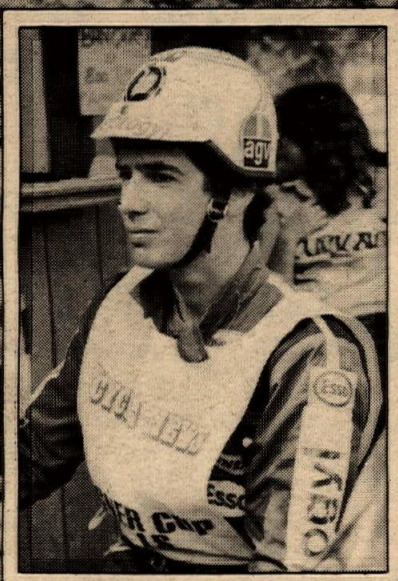
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Charles Coutard concentrates on a rocky section in the Michigan woods as Lane Leavitt watches. Coutard's win was his first ever in World Championship competition.

World Championship Trials Series Round Seven

Coutard wins in Michigan; top ten finishes for Whaley, Griffitts, Eggar, Sweet and Leavitt

By Jack Mangus

JEDDO, MICH., MAY 29

Frenchman Charles Coutard, perhaps the quietest rider at a dinner gathering of international riders the night before

the American round of the World Championship Trials

Series, was also the quietest rider after the event. Coutard,

who owns a Bultaco shop in Lyons, France, rode a Bul to victory, his first World Championship win, in the Wagner Cup/Cycle News sponsored/Michigan Ontario Trials Association organized dual World and National Championship event run in ideal weather conditions, a stone's throw from Port Huron. "I should be very happy - no? But I don't feel any different," said Coutard. But, according to Bultaco's American team manager Ray Brumeloe, Coutard "had smiled" after hearing that he won. For those who know the reserved Frenchman, that in itself was an accomplishment.

Finishing a close second to Coutard was Honda's Marland Whaley. The blond Californian finished the two-loop, twenty-five sections the first loop tied with scores of nine each, but the second loop told the tale as Whaley picked up a five in both Section Six and Section 14. The five in Section Six hurt the most as it came early on in the loop and occurred as Whaley entered the section. Just as the front axle of his Honda crossed the entry line of the section the rear wheel bogged down in a mudhole and a shocked Whaley received a five as the bike came to a very still, and frustrating stop. Whaley argued with the section's checker,



Martin Lampkin's third place finish could drop to fourth if Griffiths had his FIM license in time to compete.

youthful motocross and now trials "veteran" Bob Yankus, but to no avail. "Five!" said Yankus. "Damn!" said Whaley.

The AMA has not yet made a ruling on Mike Griffith's license status. Mike barely received his FIM license when Al Ames (AMA) hand carried the paper to Mike at sign-in. Herein lies the controversy, did Mike have the license in time to compete for World Championship points? Because of that problem the point totals are not yet official.

leaderboard came Montesa-mounted Mike Griffiths in third place. Griffiths' 33.9 placed him ahead of two-time Scottish Six Days Trial winner Martin Lampkin and fellow Californian Mark Eggar, with those two tied at 35 each. Britisher Lampkin took the fourth-place World Championship points from Eggar because he had 35 cleans to Eggar's 33 cleans. Eggar was entered in the World Championship class but not in the North American Trials Championship, the AMA's championship series.

Mike Griffiths earned his third place finish in the World Championship class via a protest of the final scoring. Griffiths was originally tied with

Behind Coutard and Whaley on the Lampkin and Eggar at 35 marks apiece, but disputed a scoring call on Section 21 of the second loop where he was tallied as receiving a five although his scoreboard reflected a three. The decision went in his favor.

For Coutard, the victory was "something that will mean more to me tomorrow. I will call my girl friend in France now, and she will call my father. He rides sidecar trials in France and is never home on Sunday." The young Frenchman picked up only one five all day, that coming in the fourth section on the second loop. "I knew I had done very well in the first loop and perhaps I tried a little too hard at the beginning of the second."

Many had expected the trials to be a cakewalk for the European stars, but few expected the top 10 to reflect America's "coming of age" in observed trials. Behind Americans Whaley, Griffiths and Eggar came Montesa sponsored Don Sweet and Bultaco sponsored Lane Leavitt in positions five and six, respectively. For Sweet, it was "too easy. The winner should score between 30 and 50 points."

(Continued on page 42)



Marland Whaley put in a fine ride for second place laurels.

(Left to right) Mike Griffiths, Mark Eggar and Don Sweet await the FIM license ruling on Griffiths.





Brad Lackey continued to dazzle the Grand Prix world with a third and a second place in Finland.



Wolsink and Lackey flank winner Mikkola.

Lackey third in Finland; Mikkola leads in points

500cc World Championship MX Series—Round four

By David Maltais/Asahi
Pentax

HELSINKI, FINLAND, MAY 22

By scoring his fifth win in eight starts, two-time World Champion Heikki Mikkola has taken a firm grip on this season's 500cc World title and has moved further ahead of main threat Roger DeCoster who could only manage a 4-5 score after two disastrous starts.

The Tikkurilan Motorklub were the organizers of the event, and the race was held on the Ruskeasanta Circuit, which means brown sand, and is just a few minutes from the Helsinki airport. The track was very dry and dusty on Saturday but Sunday the conditions were perfect as the club had spent Saturday evening and Sunday morning watering the track properly.

Somehow, the organizers messed up the time training for official qualification. This is what they came up with: Bengt Aberg 2.02.6, Ake Jonsson 2.02.7, Willi Bauer 2.03.5, Heikki Mikkola 2.04.5, Frank Svendsen 2.04.7, Pierre Karsmakers 2.05.1, Brad Lackey 2.05.8, Roger DeCoster 2.08.3, Adolf Weil 2.08.5, Gerrit Wolsink 2.08.8. Those who were taking times for the fastest four riders every weekend had Heikki first, Roger second and Brad in third. After speaking with three or four reliable people whose results were the same, it was realized that the timekeepers of the club had made some kind of error.

Bengt Aberg had problems with his four-stroke Yamaha when the ignition lost spark in practice Sunday morning. He had to push it back to the pits from the farthest part of the course so that mechanic Julle Haglund could track down the problem and solve it.

The rumor that Suzuki would finally come out with a quicker engine for Roger and Gerrit (who realized that Heikki's Yamaha and Brad's Honda had a more usable power) finally became reality in Finland when

R&D engineers from Japan flew in to Helsinki with improved parts for more horsepower for the engines. Both Gerrit and Roger were happy with the improved engines. Mr. Tamaki, one of the four engineers from Suzuki who are responsible for the racing improvements on the road race and motocross machines, explained in Finland that Suzuki already had the new parts designed and tested and that they were just waiting until they felt that the opposition had more horsepower and then they would bring the new parts for Gerrit and Roger to use. The basic engine design is the same as it has been since 1973 and they have been able to make the necessary improvements to keep it as fast or faster than the competition in Grand Prix racing.

10,000 spectators lined the perimeter of the large sand pit where the track was laid out, basking in the warm sun when the riders marched out for the presentation and introduction. A half hour later the gate dropped for the first race and Heikki Mikkola wasted no time rocketing his factory 400 YZM Yamaha into the lead with Brad Lackey, Willi Bauer, Jaak van Velthoven, Adolf Weil, Gerrit Wolsink and Graham Noyce forming the first wave of the 31 riders that started.

All exited the first left hand sharp turn after the two hundred and fifty meter drag race from the start without crashing, but 15 seconds after the last rider was gone, along came Pierre Karsmakers all alone. Something must have happened at the start. It looked like he was the last one to get away.

As everyone waited for Heikki to appear, DeCoster appeared at the first corner more than half a lap down on Mikkola and the other leaders. Four riders had been involved in a jam at the start. When the gate had started to go down Roger dropped the clutch too soon and hit the gate while it was still at a 45 degree angle. The front end of the Suzuki shot up in the air like a rearing horse, almost flipping completely over. When his front wheel was straight up in the air the bike started falling to the left in front of Pierre

Karsmakers who had timed the gate perfectly. Pierre was thrown off onto Roger's bike and his own bike pinned to Roger's Suzuki with Pierre's backside resting and burning on the exhaust.

Bengt Aberg had also timed the gate wrong and the four-stroke shot up into the air. When the 500 Yamaha got traction it shot away from Bengt's grip and flipped over breaking the sub frame under the rear fender and destroying the rear fender also. Ake Jonsson, who was all the way to the left of the gate hit the gate when it was still up and his Maico's front wheel got stuck and the rear wheel dug a trench deep in the sand. Serge Bacou rammed his Bultaco into the back of Ake's bike and Ake retired when he got untangled.

It took Roger a long time to get away as he had to straighten the front fender, brake lever, throttle cable and handlebars. To further slow him down it took him a long time to get started when the stalled Suzuki refused to fire.

Meanwhile, up ahead of all the traffic Heikki was effortlessly stretching his lead on the first lap with Brad in second, Bauer and Weil close together in third and fourth, Gerrit fifth, Noyce sixth, Andersson seventh, Schmitz eighth, John Banks ninth and van Velthoven in 10th.

Gerrit Wolsink moved up to fourth passing Weil on lap two and got by Bauer on the next lap. He moved slowly closer to Brad and on the fifth lap he made contact on the straight after the left hand turn, opened the Suzuki all the way and squeezed past Brad to take second place. He couldn't pull away from Brad who stayed on his rear wheel the whole race. Brad could pull right up to him on the tighter sections where Gerrit said, "I couldn't get a good rhythm on the back part of the course where it was tight and I could feel Brad right on me every second." They ended their very exciting duel at the checkered flag less than a second apart with Gerrit taking second and Brad in third.

The late starters had moved through the pack like sharks through a

school of minnows with Pierre in 11th on lap 11 and Roger in 12th. Roger held his throttle wide open and started scratching at every turn. It paid off as he moved to ninth on lap 14 passing Weil then steadily upward to pass Andersson on lap 16, van Velthoven on 18 and then he finally took Bauer's fourth place on the next to last lap.

Graham Noyce had moved up to fifth place on lap 13 when he got past Weil after a long battle, but the 20-year-old Maico factory rider dropped off the pace and suddenly began slipping back places when his Koni rear shocks faded away completely. He ended in 12th place out of the points. Jaak van Velthoven was holding fifth spot until three laps from the finish when he crashed going over one of the big man-made jumps and fell way down to 15th at the finish.

John Banks picked up the only points for the British team with his 10th place one point. Big John struggled through the last few laps with a grabbing front brake that was caused by a kinked front brake cable that had somehow managed to get caught in his front tire. Every time he entered a fast sharp turn the front end would compress and the bike would grab and let go throwing him off balance. After his big crash in Sweden last week in the first race due to a stuck carburetor slide, John replaced the Amal with a 34mm Mikuni and had no problems in Finland.

Only 19 of the 31 riders finished. Heikki crossed the finish unchallenged in 45.12.8 for 21 laps with only the top 12 riders on his lap.

Before the start of the second race Heikki's Yamaha was fitted with a new carburetor and air filter. A new type air filter had been tried but it was too thin and the carb was sucking in too much air and not holding the oil. Ed Scheidler gave Pierre's Yamaha a one size larger main jet for safety and Steve Whitelock went down one size on Brad's Honda to give the red-engined rocket a little more crispness for the second race.

Mikkola again got the holeshot on his home circuit with Karsmakers get-

ting a good start in second with Lackey right on his heels. Weil was fourth, Gerrit fifth, Schmitz sixth, Graham seventh, Banks eighth, Arne Lindfors ninth and Hakan Andersson 10th.

Brad got by Pierre on lap six with Gerrit moving up to fourth on lap four and then catching and passing Pierre on lap nine. Pierre maintained his pace as the four top riders stretched out. Roger again had a bad start and was in 12th place after one lap. He moved steadily up through the pack and was closing on Pierre when the race ended after 21 laps with Heikki taking the checkered flag again all alone in 45:58.4. Brad was second, 13 seconds behind, and Gerrit had slacked off the pace at the end finishing 21 seconds after Brad. Pierre was 22 seconds behind in fourth with Roger only eight seconds behind Pierre when time ran out.

Noyce crashed out while in seventh place and went over the handlebars hard, shaken up but uninjured. Banks slipped-off, bending his front fender, and retired with Aberg coming in on the same lap with smoke coming out of his Yamaha's engine.

Mikkola continues to pull away from DeCoster in the title chase. Mikkola has been taking the starts with ease, pulling way ahead in the first two laps and then cruising effortlessly to the finish unchallenged in almost every race. Heikki's record in the standings now stands at five wins, one second to Brad, and a third and fifth in Austria. He has won the last three races from start to finish, and his Heikki Penttila-tuned YZM Yamaha has been ultra-reliable in every race so far.

Roger now has one win which came in the very first race of the season in Austria which was followed by a string of five third places. In Finland, he fell behind with only 14 points collected for his fourth and fifth place finishes. Heikki now leads Roger by 24 points, and with Mikkola going the way he is, it is going to be quite a battle for Roger to pull even on points, let alone take the lead. There are still 16 more races to go and anything can happen.

Gerrit Wolsink is still holding down third spot and is only five points away from taking second place away from his teammate Roger. Gerrit now has one win, three seconds, one third a fifth a seventh and an eighth.

Brad Lackey has strengthened his fourth place even though he remains behind Gerrit with the same amount of points by virtue of their identical scores in Finland. Brad has moved ahead of Graham Noyce by a margin of 29 points as Graham has failed to finish in the last three races and only scored one point in the first race in Sweden. Brad has a win in Sweden, two seconds, one third, one fourth and a seventh place in the second race in Austria. He has only been out of the point twice with a 12th place in the first race in Austria and a DNF as a result of a thrown chain in Sweden in the second race.

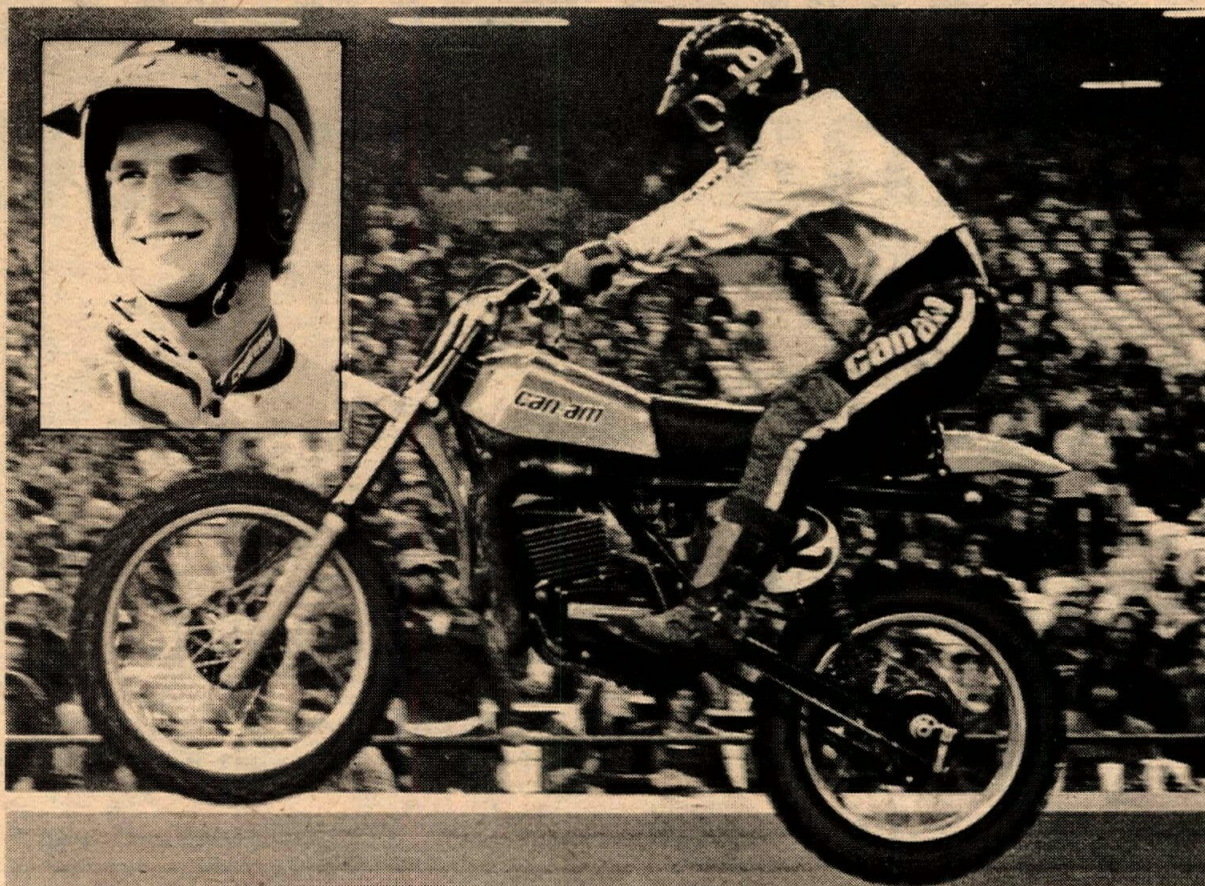
Results

1st Moto: 1. Heikki Mikkola (Yam); 2. Gerrit Wolsink (Suz); 3. Brad Lackey (Hon); 4. Roger DeCoster (Suz); 5. Willi Bauer (KTM); 6. Hakan Andersson (Mon); 7. Herbert Schmitz (Mai); 8. Pierre Karsmakers (Yam); 9. Adolf Weil (Mai); 10. John Banks (CCM); 11. Arne Lodai (Hus); 12. Graham Noyce (Mai); 13. Erkki Sundstrom (Hus); 14. Arne Lindfors (Hus); 15. Jaak van Velthoven (KTM); 16. Lars Ohberg (Yam); 17. Guido Vendemati (Mai); 18. Reino Hahl (Hus); 19. Tor-Bjorn Janson (Hus).

2nd Moto: 1. Heikki Mikkola (Yam); 2. Brad Lackey (Hon); 3. Gerrit Wolsink (Suz); 4. Pierre Karsmakers (Yam); 5. Roger DeCoster (Suz); 6. Herbert Schmitz (Mai); 7. Adolf Weil (Mai); 8. Hakan Andersson (Mon); 9. Willi Bauer (KTM); 10. Arne Lindfors (Hus); 11. Arne Lodai (Hus); 12. Frank Svendsen (Hus); 13. Ake Jonsson (Mai); 14. Tapani Pikkarainen (KTM); 15. Arto Koskinen (Mai); 16. Guido Ventemati (Mai); 17. Frantz Sigmands (Hus).

500cc World Championship MX point standings: 1. Mikkola (103); 2. DeCoster (79); 3. Wolsink (74); 4. Lackey (61); 5. Noyce (32); 6. Karsmakers (28); 7. van Velthoven (23); 8. Bauer (22); 9. Schmitz (19); 10. Andersson (18).

winners wear



Ellis wins Canadian "Supercross"

Carrera wearers take 6 of first 9 spots in 250cc Nationals

Captain Cobalt left 'em all in the mud for a clear-cut victory at the CMA and FIM sanctioned "Supercross" at Montreal's Olympic Stadium Saturday night, May 28. From the muddy track at Montreal, Ellis then flew through the night to Mt. Morris, Pa., where he faced the dusty conditions of the final 250cc Nationals and captured a solid 3rd overall for the day, and 6th overall for the series. Ellis' goggles for his busy race weekend?

Carreras, of course—for the mud or for the dust!

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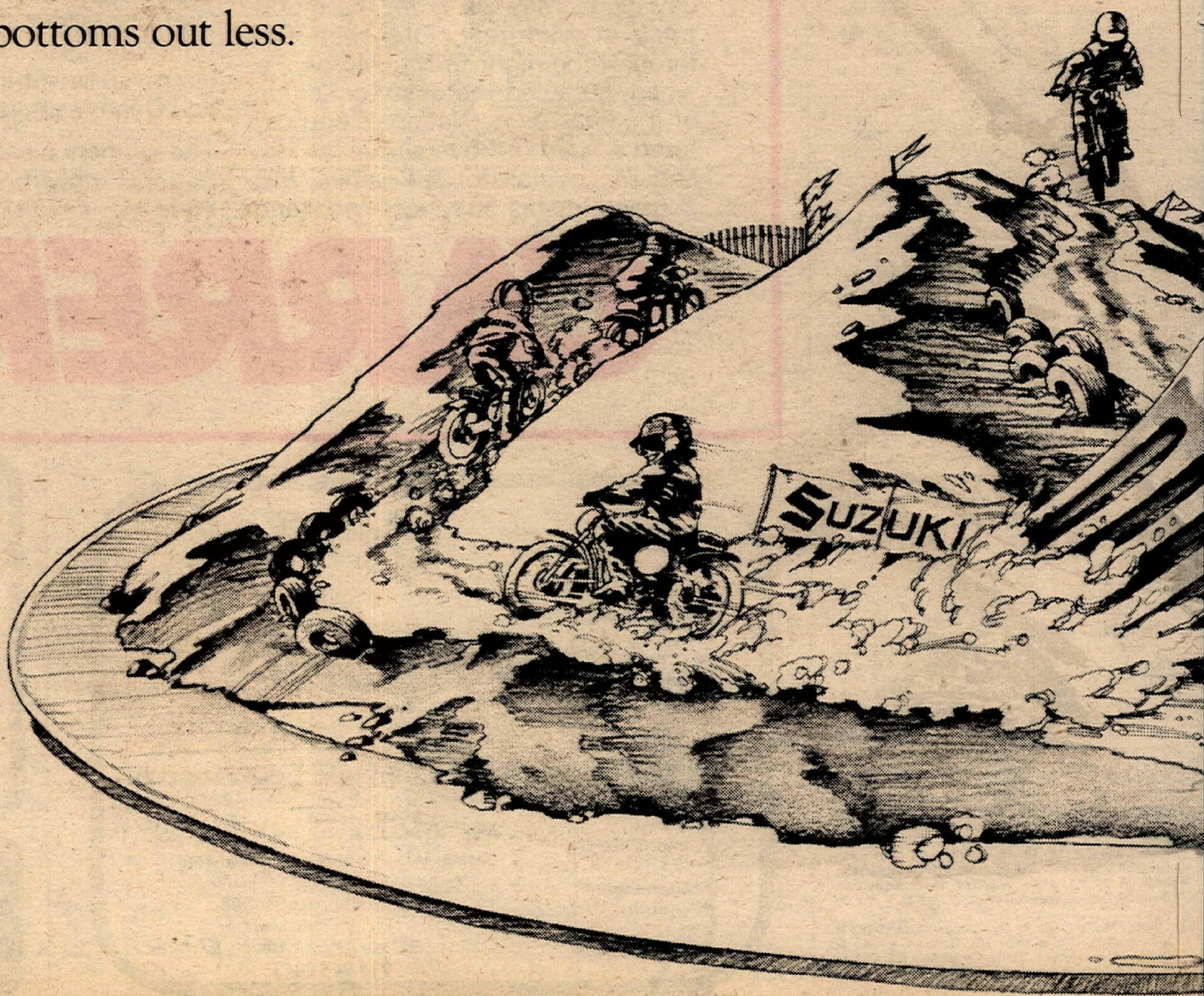
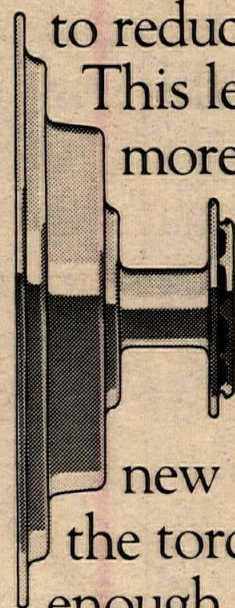
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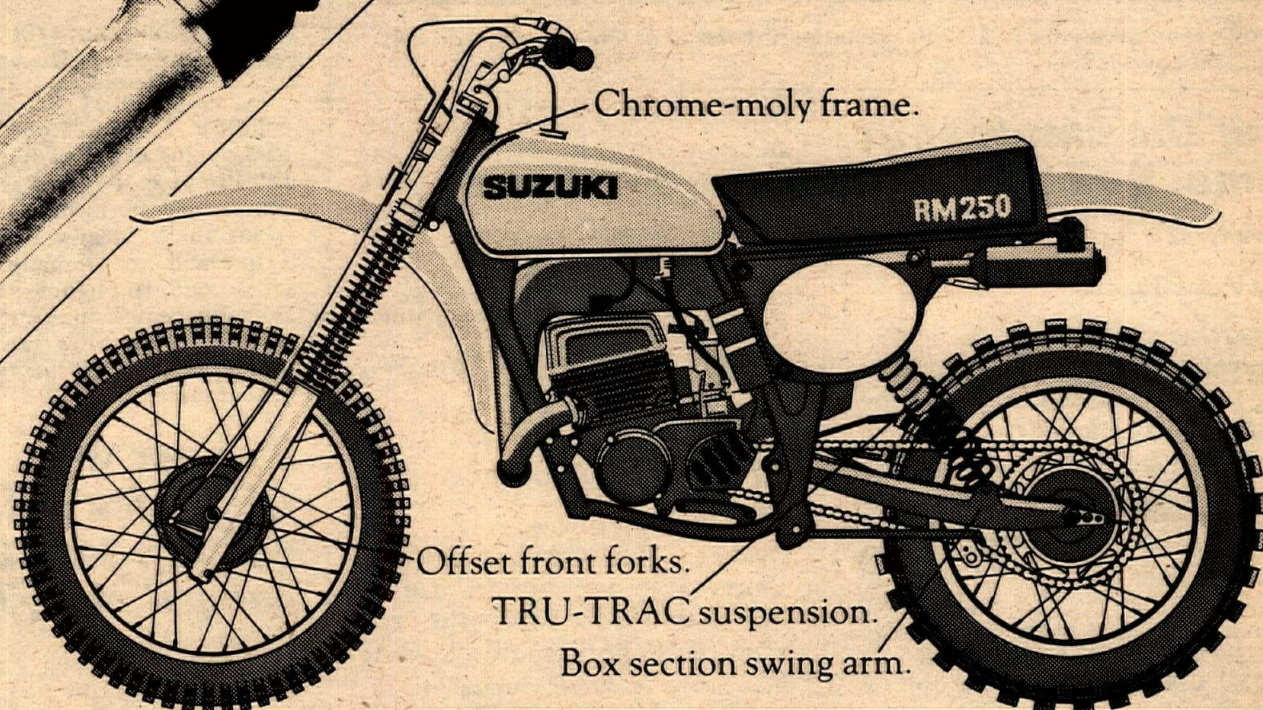
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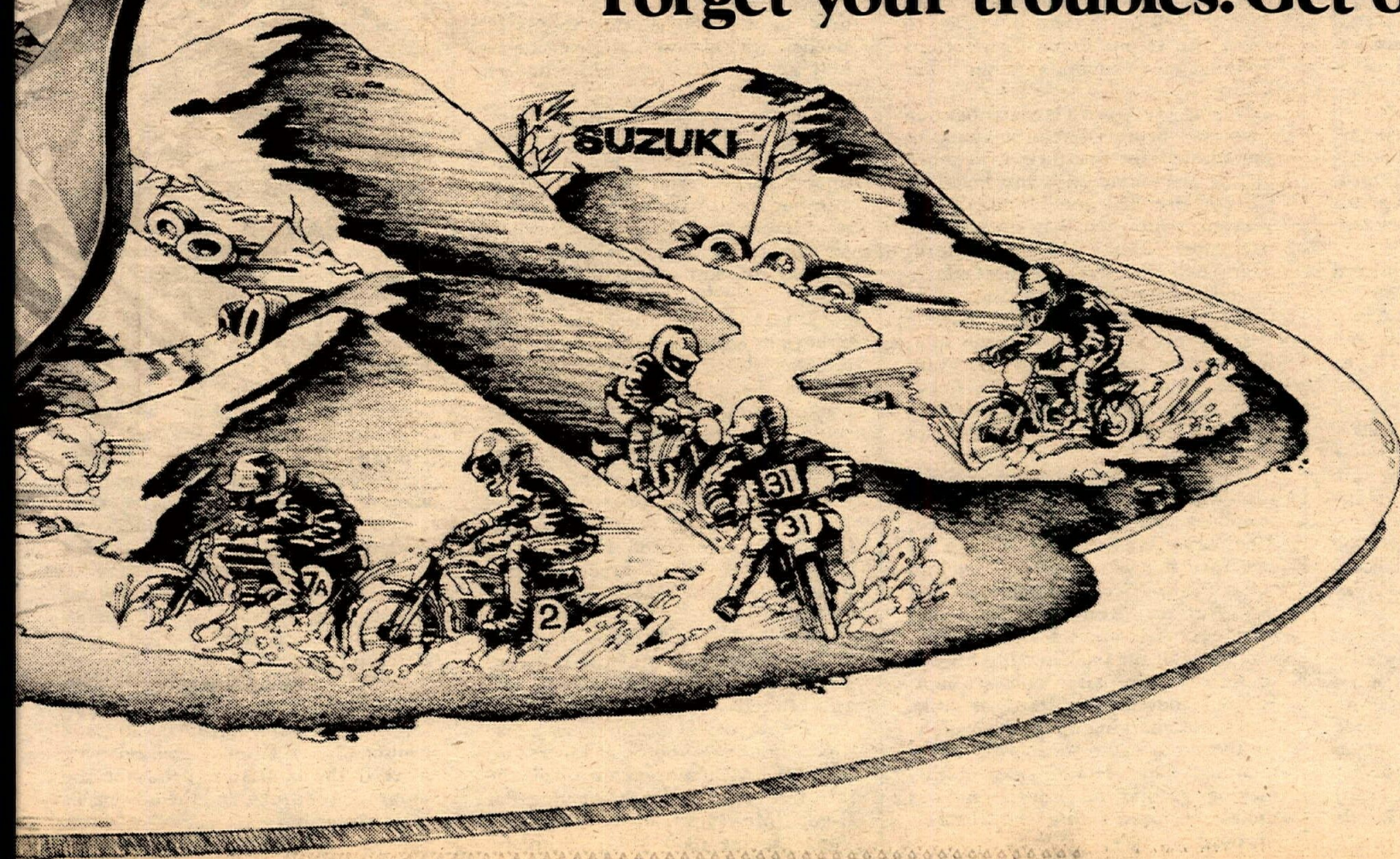
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Western hotline



PHOTO BY PATTI TROTTER

Jim Gibson takes the CMC 250 Pro holeshot ahead of Greg Robertson (76) and Tim Lunde (35).

For the umpteenth time: Bell wins two at CMC MX

By Patti Trotter

ORANGE, CA, JUN. 5

The 500 Pros had the first go at the track and as always, the hottest of the local riders, Mike Bell and his DG Yamaha took care of business in short order. Bell and Scott Gillman (Yam) were smoking. T.J. Warren (Mon) Robert Marino (Yam) and Doug Sherman (Mai) held the front positions behind Bell and Gillman. As the laps checked off Sherman moved into fourth with Richee Collins (KTM) taking over his position.

In moto two, Gillman grabbed the holeshot and ripped around the first turn for a lead that lasted for two laps. Bell took it away and took the overall win and \$160. Following Gillman was Marino, Ron Tebbs (Hus), Fritz Schlegal (Mai), Luke Messer (Mai) and Mike Loper (Yam). T.J. Warren was way to the back of the pack. As the leaders were coming around on the fifth lap, Warren had moved to third. At the end of the moto the top points went to Bell, Gillman, Warren, Morgan and Collins.

Bassett Rocket Jim Gibson piloted his machine to the head of the 250 Pro pack for a early lead in the first moto. Directly behind Gibson were Bell, and Mid-Valley Ossa rider Greg Robertson. Tim Lunde (Yam) and Alan Smith (Hus) stayed ahead of Greg Stone (Yam) and Tim Welker (RMB). Smith bumped Lunde while Welker was working on moving into fifth. Gibson and Bell were really "going for it" when Bell blasted by Gibson and took the win. Following Bell across the finish line were Gibson, Smith, Lunde, Welker and Mike McGowen (Hus).

Bell dialed it on and took the lead in the second moto, riding flawlessly Gibson grabbed second and was in hot pursuit of Bell for the entire race. Jim has a unique riding style — he is wide open all of the time. Wes Sutton (Mai), Lunde, Welker, Smith, Miller and new pro rider Doug Southward (Yam) chased the leaders. Lunde pushed Sutton back to fourth in the

third lap. Smith moved both Lunde and Sutton back two laps later and took command of third. Riders taking home the bucks were Bell, Gibson, Smith, Lunde and McGowen. • Results in Results Section.

Gibson runs away with SSM 250 Pro race

By Danny Raymond

ORANGE, CA, JUN. 4

Bassett's Jim Gibson flew his Yamaha to top honors during SSM's 250 Pro race. Jim ran away with both motos leading from start to finish throughout the entire day. Montesa's Jon Derhammer ran runner up to Gibson taking second overall with a comfortable lead. Gary Jones came from behind the first moto pack to pull up to third but failed to finish the second moto giving third overall to Yamaha-mounted Jeff Vidic.

During the Open class competition Yamaha's Scott Gillman blasted his way through the first turn and opened up the first moto with the holeshot. D&G's Mike Bell and Montesa's T.J. Warren made their way through the pack after Gillman. After some heavy dicing Bell made his way past Gillman to take over the lead. Soon after Gillman took a minor spill allowing Warren to take over the second spot. Recovering from a small first turn tangle with Tim Tolar, Mike Loper (D&G Yam) wasted little time making his way back to fourth behind Gillman at the finish.

Mike Bell smoked through the first turn with the first lap lead that he stretched and was never pressured. Mike Loper followed Bell through the first turn but was picked off by Tim Tolar (Yam), Scott Miller (Mai) and T.J. Warren. Meanwhile after a slow start, Scott Gillman was bezerking his way through the pack making his way to second place after only six laps. Warren moved into third as Mike Loper was charging up on the leaders. As the moto came to an end Husky mounted Chip Howell was quickly making ground on Loper but was unable to pass before the checkers dropped.

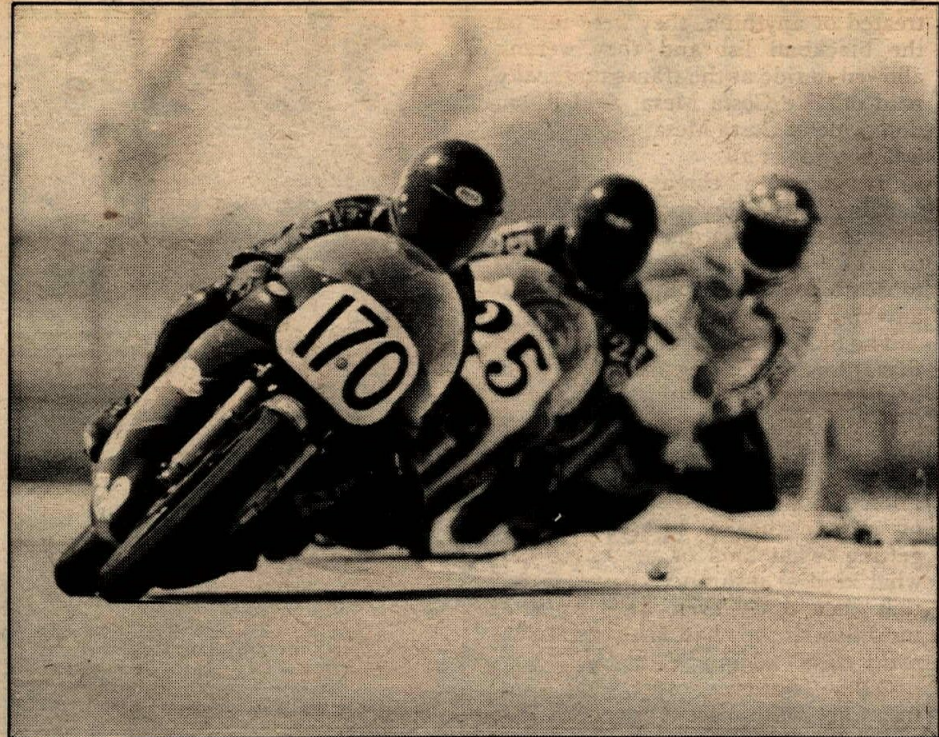


PHOTO BY DAMIAN SANDS

Mike Baeder (Yam 170) beat David Emde (Yam 25) and Harry Klinzmann (Yam) in 250 GP at Ontario.

FMF's Radical Ron Turner was back to his old stuff by winning the 125 Pro race. Turner has been out of competition for awhile with an injury to his ankle. Meanwhile D&G's Mike Tripes and Jim Domann were dicing for second throughout both motos. Domann beat Tripes during the first moto but the tides turned for the second moto as Tripes went on for second place. •

Baeder wins 250 GP again; Pridmore sets Production record at AFM RR

ONTARIO, CA, JUNE 5

Mike Baeder again beat Harry Klinzmann and David Emde in an American Federation of Motorcyclists 250 GP road race, this time at Ontario Motor Speedway. Baeder, who also won at Riverside on May 22, led across the finish line on every lap but one.

The one time Baeder didn't control the race at the finish line came on lap five, when Emde made a clean, smooth pass entering turn 16, only to lose the lead to Baeder again on the straightaway and banking. Elsewhere on the track, it was anybody's race. Klinzmann and Emde did their passing entering turn two off the banking and sometimes entering the tight right-hand turn six at the end of the esses. But Baeder would regain his lead in the fast, left-hand turn nine leading onto the back straight, and could then stay in front through turn 19 and across the finish line. Baeder's girlfriend waved the checkered flag for Baeder (Fritz Baeder Construction Co. Yam), Klinzmann (FMF, Mr. Al's, Fairway Yamaha) and Emde (Mack Cycle Center Yam). Emde finished with no clutch — the cable had broken.

Reg Pridmore brought out the Racecrafters International/Pierre desRoches KZ1000 Kawasaki and annihilated Open Superstreet. Turning a new Ontario long-course production-bike unofficial lap record of 2:08.9, Pridmore controlled the race from start to finish, beating Pat Eagan (Mr. Jags 1,000cc BSA) and Vance Breese (850 M-G). Pridmore

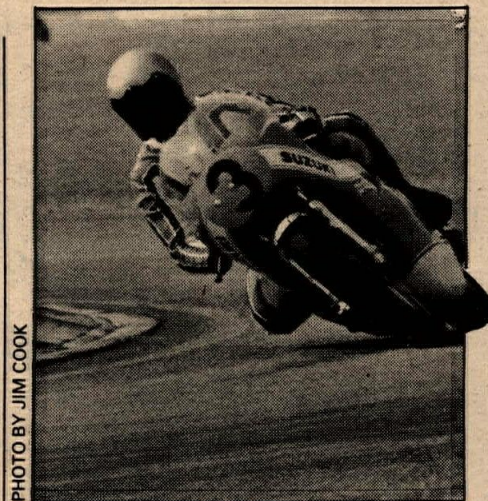


PHOTO BY JIM COOK

The Suzuki RG500 made its club-race debut with Cook Neilson aboard.

didn't enter Open Production because his AMA Superbike Production-legal bike doesn't meet AFM rules. Eagan won Open Production, behind 750 Production winner Paul Ritter (Euromart/Torco Duc).

Alan Gingerelli used his John Lassak-prepared R5 Yamaha 350 to easily leave behind Scott Clough (RD350) and Dick Fuller (R5 350) in 410 Production. Gingerelli's bike's drum front brake doesn't seem to hurt his lap times.

Former AMA National star Jody Nicholas put club racing in its proper perspective by coming from a long ways behind to win the 250 Production race overall on a Honda MT125R. Nicholas caught up to and outrode land speed record holder Gordon Seim's 250 Can-Am, but the moral victory didn't count for the 125 GP win — Nicholas and several other riders jumped out of the second wave at the combined start. Mark Homchick waited for the second wave start, caught and passed every 125 except Nicholas', and so claimed the 125 GP win.

Klinzmann won Open GP on his TZ750, with Pridmore second overall on the Superbike Production Kawasaki. Keith Code (Mel Dinesen TZ350) was third overall, first in 350-500 GP, ahead of Rudy Galindo (Fairfield Yamaha TZ750D) and Cook Neilson (Suzuki RG500). Neilson's ride marked the club race debut of the square-four Suzuki, and the bike needs some sorting out. •

Results in Results Section.

(Continued from page 19)

bow down to whatever certain promoters wanted them to do. Or if they objected to the way they were treated or anything, they were put on the blackball list and they weren't allowed to ride at the tracks that really paid off like Costa Mesa. And if you don't ride at Costa Mesa, you might as well not ride at all.

"It's been a threat that's been hanging over everybody's head — a constant threat that the guys have had to put up with, and they're just scared to death to say anything crossways at anything or anybody."

The SRA member went on to claim that riders with Oxley are perhaps not being treated any better by him than they ever were in the past. "I can't see how that he's treating them fairly. But nobody knows how he's treating them. I don't think they even know what kind of money they're supposed to be getting, what kind of percentage, or what kind of insurance. I understand that they don't even have as good insurance as they had last year, and it really wasn't adequate last year."

Oxley, however, said that "our insurance was fantastic last year." He explained that in each event, riders were covered for \$10,000 medical coverage with no deductible and a \$100 weekly indemnity. "We got the same coverage (this year), but with a \$25 weekly indemnity."

He said that "not a word was said" about the indemnity drop from last year until Bobby Schwartz called in to make a complaint. Oxley said that he agreed with Schwartz, and he is presently going to propose to other promoters that they self-insure themselves for an extra \$25 to raise the present weekly indemnity up to \$50. "Even though one rider called up to complain," said Oxley, "I agreed with him. It's just good common sense."

In a recent interview, Mike Bast, (the current speedway champ and a supporter of Oxley's), said that the current 30% rider cut of the gate "is more than fair, because the tracks that we run at aren't that big. They make enough money to pay the bills and make ends meet and to pay the riders, but not enough to justify the raise."

Regarding the strikers, Bast commented that "the riders on strike are has-beens or never-wases asking for money that they don't deserve."

Bast also said that charges against Oxley's methods of dealing with riders and his promotion methods aren't true. "If he was really screwing us as bad as they (the strikers) say, he'd never be the nice guy he is." Bast cited instances in the past of Harry's generosity as he treated riders to steak dinners and bought them tires for their bikes.

The money being made by riders at the present, said Bast, is in step with the cost of living and racing. "If they were making the same money for nine years, how'd they exist?" He explained that, as ticket prices have risen over the years, riders have received the extra money in relative proportion to the total gate receipts.

In defense of actions by Oxley and himself at the April SRA meeting which have been declared by strikers as being unethical and unfair, Bast said, "I think it was plenty fair. First of all, the SRA struck. They cost us three weeks of racing. In my case it was \$6,000 that I would've made in winnings and appearance money."

Bast furthermore explained that he had served a year-and-a-half on the SRA board of directors, and according to the rules, was entitled to a free membership and racing license. "So I got a free license: but when I got ready to ride, they said that I didn't pay for my license."

(Continued on page 42)

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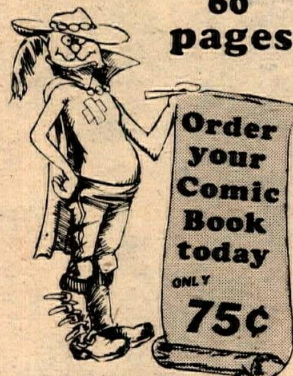
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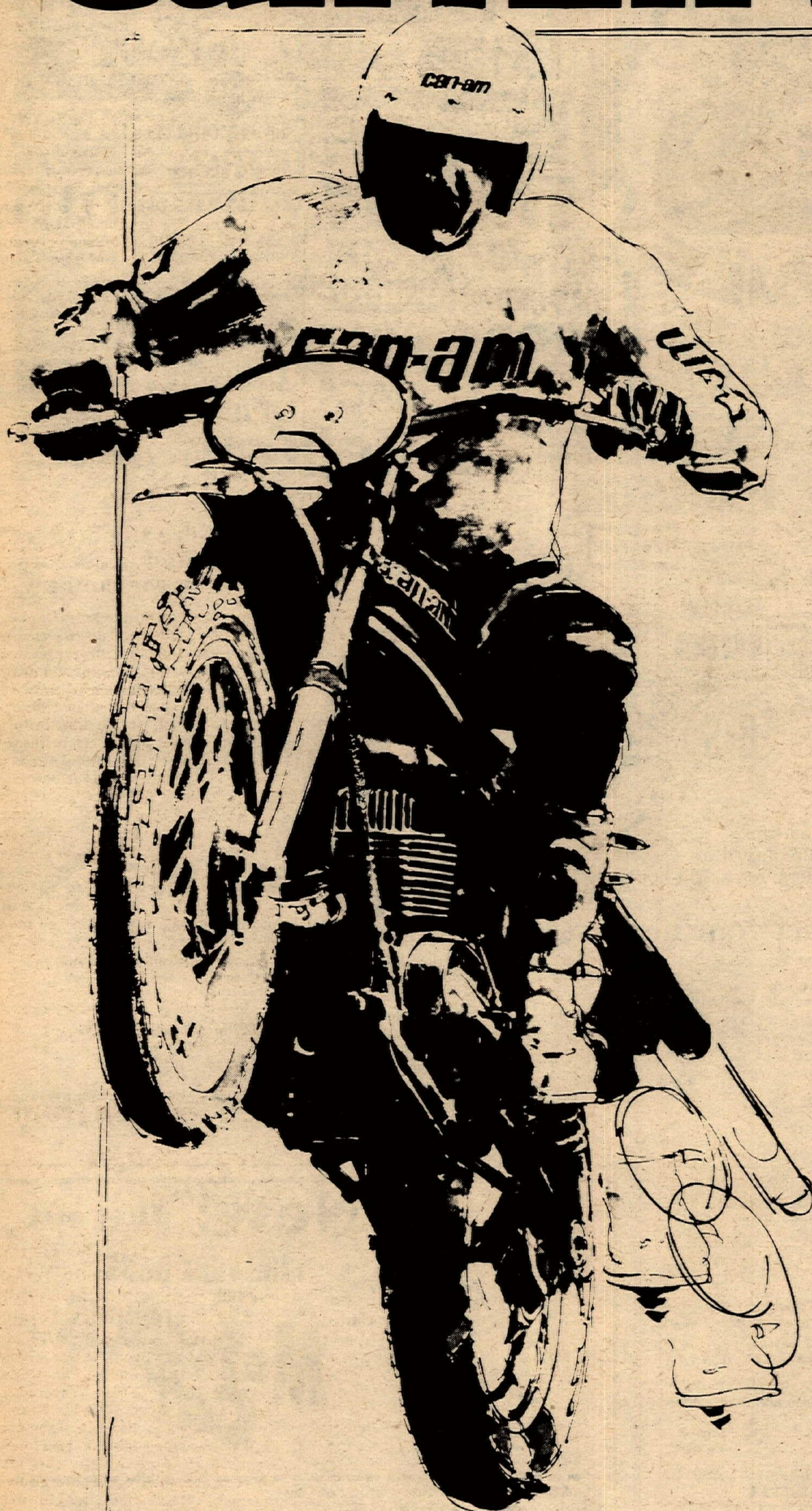
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Sponsored: Valley Cyc. of Salinas
- 5/15 New Albany
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Rod Cooper 1st Overall on 250 Q.
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- 5/15 Goldsboro, N.C.
3 Hr. Hare Scrambles
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- 5/15 Beaver Dam
Scrambles
1st Overall
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1st Overall
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2nd Blaine Elledge 250 MX-3
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- 5/8 Woodside Motocross
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Rocky Hardland 250 MX-3
1st Overall
Sponsor: Spokane Suzuki
- 5/8 Shelton, Washington
Motocross
1st 250 Pro Class
Buck Murphy 250 MX-3
Sponsor: Kent Cycle, Kent, Wa.
- 5/8 Bentley, Michigan
Enduro
1st Overall
Larry Campbell 250 Q.
Sponsor: C & C Cyc. Sls.
- 5/7 Elsinore Raceway
TT Scrambles
1st 250 Beginner Class
Ron Wigginton
- 5/7 Lodi, California
Short track
1st 200 Novice Class
Hal Hook 175 MX-2
Sponsor: Jorgy's M/C Sls.
- 5/1 Lenoir, N.C.
Brown Mt. Lites Enduro
1st Senior Class
Bill Inmon 250 Q.
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Western hotline



(Above) Danny McDougal crashed at DeAnza and was run over by Open-class rider David Hopkins. (Below) 250 Pro winner Ken Taylor leads Danny McDougal at DeAnza.



PHOTOS BY RON LAWSON

(Continued from page 23)

cross and proved unbeatable in all three pro classes. Even a backwards start penalty for gate jumping wasn't enough advantage for his competitors tonight.

As the Open Pros roared off the line, Mike McCarty (Suz) was in command. Crawford and Brad Mollohan (Maicos) had the next slots. Within the first lap, Crawford had zapped McCarty to take over the lead. Mollohan, back after two months recuperating from a bad crash, kept his ground in third place until lap seven when fatigue finally took over. Kelly Larive (Mai) moved into third, Dal Cooley (Yam) and Brett Hannah (Mai) slipped into fourth and fifth. The lead of the race was Crawford's 'til the checkers came out. McCarty and Larive hung onto second and third, Hannah finally managed to take Cooley on the last lap for the fourth slot.

Keith Lamparter (Yam), who crashed in the first moto was out of the running, grabbed the second moto holeshot, followed by McCarty and Cooley. Crawford, in fourth, had some catching up to do; opened it up and by lap three again had the lead under control. Larive had moved from fifth to third, behind Lamparter, with surprising ease. Layne and Brett Hannah were fifth and sixth. Lamparter was holding a good steady second behind Crawford. They were

far ahead of the chaos going on behind them, and I was totally unaware of what was happening. It seems McCarty and Larive were doing a little track cutting, and were ultimately disqualified. The moto wins thus went to Crawford, Lamparter, Layne and Brett Hannah. Crawford took the overall with two firsts, Brett Hannah, second (4-4), Cooley, third (5-5) and Layne Hannah, fourth (8-3).

Yamaha-mounted Steve Yarbrough pulled the holeshot in the first 125 Pro moto, with John Imbriale (Yam), Andy Frola (Hon), and Dave Crawford (Hon) hot on wheel. Yarbrough dropped his pace on lap four and Imbriale took over first, holding down that position for the rest of the race. Next time around, Frola and Crawford had passed Yarbrough to take over second and third. Crawford stuck to Frola's rear wheel for two more laps, then finally found the line around him to move into second. Imbriale, never challenged for the lead, took the checkers first, followed by Crawford, Frola, and Yarbrough.

Yarbrough again grabbed the holeshot second moto, with the same three charging down on him. By lap three, Crawford had taken the lead, reeled in lap after lap, never challenged. Imbriale was putting the pressure on Yarbrough, with Frola and Gary Dircks (Yam) not far behind. Coming into the back



Rick Taylor won both DeAnza Open Pro motos with ease.

straightaway, Imbriale got around Yarbrough, taking over second. Dircks closed on and finally passed both Frola and Yarbrough. (Dircks crashed first moto and was out of the overall running.) When the checkers went out it was Crawford, Imbriale, Dircks, and Frola. Taking home the overall cash were Crawford, Imbriale, Frola, and Yarbrough.

The 250 Pros had a tough time getting their first moto underway. It took two restarts — the first due to problems with the gate, the second due problems with a gate jumper! Crawford was the culprit, and found himself positioned backwards at the final drop of the gate. Chappy Blose (Mai) smoked off the gate first, showing no lost zap after several weeks off with leg injuries. He held off hard charges from Jimmy Wright (Mai), Andy Frola (Mai) and John Imbriale (Hus). After the uphill on lap three, Blose took a hard fall, giving the lead to Wright. Crawford, starting dead last, banzaied through the packed to pass everybody but Wright! Lap five saw Imbriale put the move on Frola to take over third and hold it to the checkers.

The holeshot in moto two action went to Frola with Crawford hot on his wheel. Third was Dave Nelson (Mai), braving his first Pro race, with Blose close behind. Before the first lap was over, Crawford had scooted past Frola, Blose moved to third and Imbriale took fourth. By the third lap, Blose had crashed, Imbriale had worked his way around Frola into second, and Crawford was long gone in first. Wright, maneuvering his way through the pack from a bad start, stuck himself to Frola's wheel in fourth place. On lap nine, Wright's opening came and he buzzed Frola to take over third. One lap later, Crawford cruised under the checkers with ease to finish first, followed in order by Imbriale, Wright, and Frola. Crawford had chalked up his third and last Pro win for the night. Second overall went to Wright, with Imbriale and Frola third and fourth.

Results in Results Section.

Taylor Bros. take DeAnza

By Ron Lawson

SUNNYMEAD, CA, MAY 29

Rick and Ken Taylor, as always,

had a great day at DeAnza Cycle Park. Rick was in the 250 Pros this week and took the top money despite the best efforts of Danny McDougal (Suz) and Steve Montague (Bul).

In moto one, Dave Ohl (Suz), who was running his first pro race, got the holeshot. Montague was still unaccustomed to his new ride and was out of contention because of an extremely poor start. As they came around for lap two, Ohl had given the lead to McDougal, who began to open it up. Taylor then passed Ohl also. McDougal's lead was growing greater with each lap and even Taylor didn't have much chance of reeling him in. The race ended with McDougal ahead of the open class machines as well as the 250s.

Next time around, Gregg Stone (Yam) was first to turn one, with McDougal right behind. Within three laps, however, the flying Suzuki pilot had secured the lead for himself. On lap six, Taylor moved into a distant second. All this time, Montague was hard at work making up for another crummy start. He was not yet close enough to challenge the leaders, but he was on the gas and it was a long race. McDougal, who was up with the open classers again, made a serious mistake on the ninth lap. While racing against the bigger bikes, he crashed and was run over by Dave Hopkins' 360 Husky. First place was now in the hands of Taylor, but Montague was closing in fast. The race came down to the wire with Taylor ahead until the very last lap, when he let the Bultaco of Montague get by. Taylor's scores were good for the overall victory. Montague, was in second ahead of Keith Patten (Yam) and Ohl.

Ken Taylor (Yam) had an equally successful day in the Open Pro class. In his first moto, he was unchallenged, but in the second round, Mark Sullivan (Suz) got the holeshot. Before the first lap was complete, however, Sullivan was involved in a big pile-up, letting Taylor and Hopkins go on to first and second.

Results in Results Section.

Glover takes CMC 125 Pro win from Myerscough

By Patti Trotter

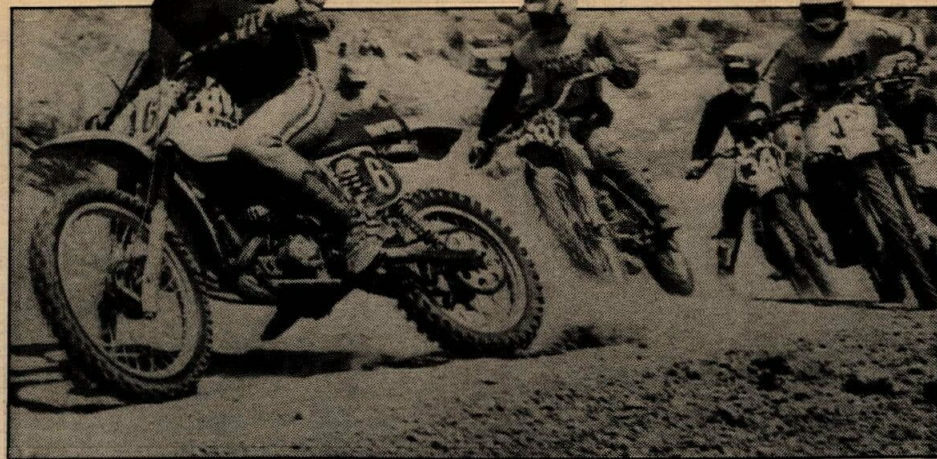
ORANGE, CA, MAY 29

Team Flying Machine Factory came screaming around Webco Hill before the rest of the 30-rider pack of 125 Pros. Gregg Toyama led the parade, next came Cliff Lett and Yamaha's Broc Glover. Brian Myerscough (R&D), Mike Pillar (Suz), and Mike "Little" Tripes (Yam) had a head start on Bassett rider Jim Gibson. Toyama stayed at the front of the pack until he blew the engine on his Honda. Myerscough moved into the lead where he remained for the duration of the moto. Gibson got to fifth only to be displaced by Pete Wanket (Yam). John Tessitore, who had started the race way to the rear worked his way to fourth place by midpoint. Myerscough and Glover kept a good distance between themselves and the other riders. Lett stayed in third with Tripes, Tessitore, Wanket following.

Western headline



PHOTOS BY RON LAWSON



Brandon Baldwin leads DeAnza's 125 Intermediate class.



PHOTOS BY PATTI TROTTER

(Top) Dave Ohl leads DeAnza's 250 Intermediates. (Above) CMC 250 Pro winner Jim Gibson (454) trails Tim Tolar. (Below) Mike Pillar guides Peter Wanket out of a CMC turn.



Brian Myerscough came blasting around the start turn in the second moto. Terry Shekell (Yam), Broc Glover, Cliff Lett and Pete Wanket filled the next slots. Glover managed to outmaneuver Myerscough to take the lead and the overall win. Gibson, who got a less than perfect start finished the race in third with Shekell, Lett, Wanket and Wanket finishing the race in the next places.

Tim Welker (Suz) grabbed the holeshot in both of the 250 Pro races. In the first he led for half a lap before Jon DerHammer (Mon) smoked by. DerHammer, by the halfway point had what seemed to be an unbeatable lead. Then the brake lining came off the rear shoes, locking the bike up. Jim Gibson (Bas) went right to the lead position. Tim Tolar (Yam), Alan

Smith (Hus), Marty Miller and Dallas Baker Kawasaki rider Kevin Rodgers began working on changing their spots. Smith systematically bumped all but the leader. Welker stayed in third place to the end of the race. Tolar and Miller followed him under the checkers. Jeff Vidic got an awful surprise, when a bee flew into his face and stung him in the eye-lid. To quote Jeff, "It's pretty hard to ride with only one eye."

After getting the holeshot in the second moto Welker was quickly dispatched by Jim Gibson. Alan Smith came through traffic to capture second. Welker, Jonas Gaaf (Yam), and Wes Sutton (Mai) finished next.

Who ever said that it doesn't pay to be a good sport? During the 125 Intermediate race Andy Faust stopped

to help downed rider Curtis Tyree. In doing so, Faust gave up valuable ground, but it didn't seem to matter to him; someone was down and could be hurt. A spectator, Joe Erler, saw what had happened and was so impressed by the display of good sportsmanship that he gave flagger Buzzy Croft a little reward for Faust.

Mark Rodman (Mai) holeshot the first race of the 500 Pros. Robert Marino, T.J. Warren and Steve Russell followed. Warren whipped by Marino and began his assault on Rodman. Richee Collins (KTM) and Ron Tebbs (Hus) kept ahead of Cole Bros. Maico rider Clark Jones. As the leaders were coming out of the gully Warren blitzed by Rodman for first place. Marino, Russell, Tebbs and Carl Gieselman (Yam) crossed the finish line next.

Russell was off the line and going first in the second moto. He was able to keep the lead away from Warren for only a few laps. Warren, Marino, Russell, Doug Boyd (Suz) and Chip Howell (Hus) finished the race ahead of the other riders and went home with most of the cash.

Results in Results Section.

Smith inherits 250 Pros at CRC DeAnza

By Ron Lawson

SUNNYMEAD, CA, MAY 22

When California Racing Club (CRC) pays their monthly visit to DeAnza Cycle Park, they always bring good racing, excitement and some surprises. The 250 Pros had all three this time. Greg Stone (Yam) seemed to have everything under control in the first moto. He let Chris Burgeson (Suz) lead for the first lap, then stole the position and took off. Scott Smith was moving his Ossa through the pack and also got around Burgeson. Smith couldn't catch Stone, but stayed in second for the rest of the moto. In the next 250 Pro episode, Stone looked like a sure winner once more. He was way out front for most of the race, but as he came into the final laps, his bike's chain gave up. The lead then fell into Smith's lap, as well as the overall victory. Burgeson got second and a disappointed Stone was third.

Open Pros saw David Hopkins (Hus) and Tom Taylor both win one. The overall went to Taylor.

The 125 Intermediates had a similar twist of events. Danny Burt took the first moto with little pressure from Tom Halverson (Suz). In round two, Burt was way back in the pack while Brandon Baldwin enjoyed the holeshot

on a Redlands Suzuki machine. Baldwin held the lead until about the middle of the race, when he began to tire and let Halverson by. For the rest of the race, Baldwin struggled to hold off Bill Petras (Hon), but finally finished in second. In the last race, the positions once more switched around. Petras got the holeshot, but was passed shortly by Kavin Bowden (Hon). Baldwin held third until he dropped out of the race with difficulties. Halverson then began to pressure Petras. He got by, but couldn't catch Bowden, who had built up a good lead. They finished with three lapped riders between them. Once the points were tallied, Halverson was on top. Petras took second place honors ahead of Bowden.

250 Intermediate Dave Ohl (Suz) proved he could really cut his way through the pack. In both motos he started way in the back, but it just didn't bother him. With amazing smoothness, Ohl pushed his way to the leaders and passed them all with half the race to spare. Walt Olson was second both times.

Results in Results Section.

Rainey and Perkins shine on Corona ovals

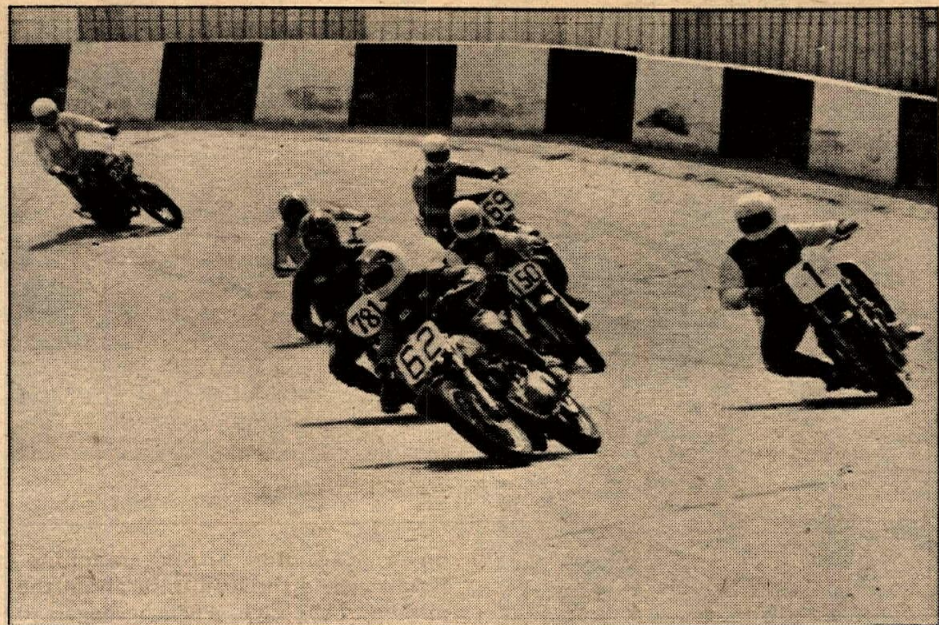
By Elaine Jones

CORONA, CA, MAY 25

A custom of Corona Wednesday racing has been for a large group of riders to turn up at the local pizza parlor and swap bench race stories. Wayne Rainey and Danny Perkins took home the dough and probably dropped a good portion of it at the after-race get-together.

Rainey set his sights on the Money half mile, scratching out of the short track to put his eggs all in one basket. It was Steve Fortune who made him work for it as he came off the line first on his big 750 Yamaha. Rainey was second and Perkins third. On the second lap, a downed rider caused Fortune to go high and wide and Rainey slipped his quicker two-stroke underneath and took the lead. On lap three Perkins tried the same trick and got the same results. It turned into a race of strategy as Rainey and Perkins clung to the slim lead and tried to prevent Fortune from getting the power charge on the straights that eats up the two strokes. It worked and as the checkered came out it was Rainey, Perkins and Fortune.

The Money short track was Perkins' from the drop of the flag. He got out quick and started flying, making second place Terry Singleton work just to keep him in sight.



Pat Egan (BSA 62) leads George Roche (Kaw 781), John Glover (Nor 150), Lee Fleming (Kaw 1) and others. Egan won after Glover held Roche back.

The Open Amateur/Experts had three riders get into big trouble before they had one lap under their belts. As they headed into turn three, Danny Hockie lost it causing enough damage to put him in the pits for the rest of the night. Steve Fortune slid out making it all the way to the wall but was able to walk away and return to the line. Dave Peters managed to miss the whole thing but made the classic error of looking back and ended up in the same position as Fortune and Hocking — dusting off his backside. On the restart, Peters got off first with Fortune and David Skirvin in second and third. Peters and Fortune went at it for three laps before the pressure got to Peters and Fortune got by. Peters held on to second for four more laps before his engine turned on him and he was out. Skirvin took over second and brought it home behind Fortune.

Rob Selvy blew the 250 Expert half mile and scared himself in the process. He took the lead with Lee Hales in second. On the third lap, coming out of turn four, he had the wick up a little too high and found himself in the classic flying "W" style. He lost his edge and a little bit of nerve as Hales had taken over with a much subdued Selvy in second. He wasn't ever able to get back in it and Hales brought it on home with Selvy second and Singleton third.

Selvy didn't feel too bad as the short track had been his from wire to wire with Hales having the place spot and Singleton the show position.

Todd Brown made the most of Pete Hames' sick cycle to grab off both 125 Amateur/Expert goes. Chris Cannon came from behind both times to take the second place away from Steve Karsten.

Mike Redding also collected the double gold in the 125 Novice as he topped Rodney Rainey and Roy Neveau on the short track and Rodney and Janet Grisham on the half mile.

Results in Results Section.

Galindo sets record at AFM 605 speedway

By Jim Lester

IRWINDALE, CA, MAY 29

The American Federation of Motorcyclists (AFM) went stadium road racing again Memorial Day weekend, but a majority of

the spectators must have thought they'd seen a destruction derby after watching Gordon Seim crash three times on his way to five victories.

Seim had crashed coming off the banking onto the straight in practice, then finished writing off his 250 Can-Am in one of the heat races, forcing him to fall back on his smaller 175 Can-Am. He completed his "hat trick" of crashes shortly after passing Ed Toomey for the lead in the Middleweight semi-main event. Toomey won the semi, with Brent Ross a close second. Earlier Ross had won the closest of the day's heat races by a few feet over Toomey. Toomey had closed up on Ross after Brent bobbled momentarily in the infield on the last lap. Ross, meanwhile, got some suspicious looks from fellow competitors by fitting an exhaust system to his RD-350 that looked like a plumber's nightmare.

Seim recovered from his earlier spills to win the Lightweight and Middleweight Finals back-to-back. David James was second in the Lightweight, just ahead of the sibling rivalry of the Fleming brothers, Mike and Scott respectively. Ross took second from Toomey in the Middleweight Final.

George Roche, on a bored out 750 Kawasaki (770cc) matched Seim's five victory total, and might have made it six, but he slid off into the dirt while leading one of the Heavyweight Production heat races. The most exciting of his victories came in the semi-main after he chased early leader Pat Egan (1000 BSA). Egan didn't even have the satisfaction of finishing second, though, as his Mr. Jags teammate John Glover (750 Nor) squeezed past on the last lap.

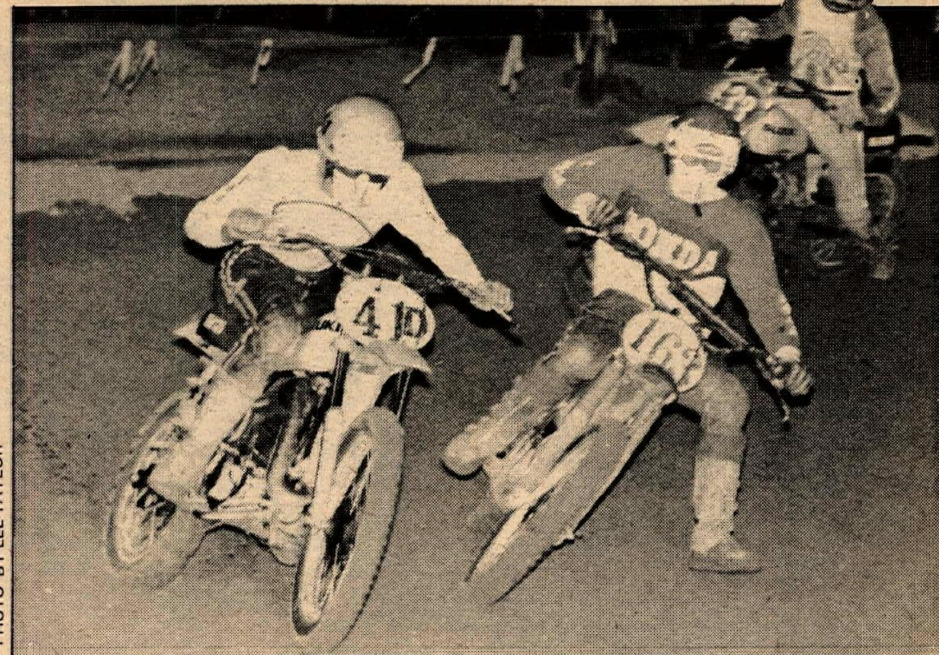
Former AFM Number One Rudy Galindo (TZ250) really screamed in the Heavyweight GP Final. His blazing 32-second lap shattered the track record set here last month by Harry Klinzmann. This was Rudy's second track record in less than a month. Two weeks before he broke the 750cc record at Sears Point.

Several of the starts in front of the grandstand were quite spectacular. Most of the racers had geared low for the tight eight-turn 1/4-mile track, and it was common to see front wheels come up in the air as the riders tried to transfer all their horsepower to the track at one time. The AFM will launch its Friday-night road racing series, Speedway-style, here on June 17th.

Results in Results Section.

PHOTO BY JIM LESTER

PHOTO BY LEE TAYLOR



(Above) Dan Kunnen (41D) leads Jim Stewart in AME's moonlight madness. (Below) Doug Berg has been one of the top 125 Juniors at South Bay.

Cole, Simons roost in AME moonlight MX

By Lee Taylor

VALENCIA, CA, MAY 27

Eddie Cole (Yam-Yam Motor Corp.) took home top money after a night-long battle with Tim Locey, Andy Jannings and Jerry Shore. In the first moto, Locey jumped into the lead with Cole and Jannings in second and third. Locey finally pulled ahead, maintaining his lead with Cole breathing down his jersey. Both of them were pulling ahead of Jannings. Jerry Shore was running fourth, looking good, considering his knee injury. Shore moved up on Jannings' tail, pushing him hard. But by the end of the moto, positions remained the same.

The second time around, Shore jumped into the lead with Cole in second and Locey running third. Cole was coming up fast. The pressure was really on Shore with three big guns close behind him. Cole finally got by and Shore held steady in second with Locey coming up fast, challenging him. Jannings was coming up fast on Locey in a battle for third that held down to the wire. Locey appeared to be in trouble, falling back slightly, while Shore stretched out a momentary lead. Locey started to tighten up Shore's lead with Jannings going wild! Coming up fast, challenging him for third. Cole held his lead, to the checkered flag with Locey holding firm in third, for second overall. Shore held a strong position for third overall.

Willy Simons took home top money in the 250 Pros in one of the fastest rides in a long time. All evening long Simons (Yam-D&G) had Eddie Cole (Yam) right on his tail.

Both of them had some fierce competition from Don Dixon (Dixon Plating) running third and Steve Roark in fourth. All throughout both motos, Simons had the lead with Cole breathing down his neck, not letting up for a moment. By the final checkered flag, Simons rode home to victory, Cole took down second overall and third went to Dixon.

Results in Results Section.

PHOTO BY JAMES BRAMMER



Intermediates highlight CMC South Bay Park MX

By Rod Eschenburg

CHULA VISTA, CA, MAY 25

All three of the Intermediate classes provided the highlights of the evening. In 125 action it was Jack Clawson battling back in the second moto for a hard-earned fourth to go with a first round win and the overall over two other hot youngsters — John Sotelo and Don Fuller. The 250 Intermediates produced another fine ride by Kawasaki-mounted David Fisher who combined a win and a second for top honors. In the 500s, it was a three-way tie between Bud Anderson, Bart Rague and Cisco Duran with Anderson taking the win in the tie-breaker second moto.

The pro classes were so-so with the exception of the 125s where Mike Trips defeated a large field.

Outstanding rides in the junior ranks included a runaway sweep by Jeff Almond in the 100s and Santana High's star rider Skip Wamsley picking up a second in the 250s along with a strong 500 win.

South Bay will conclude its Spring High School Series on June 8 and then swing into an every Wednesday schedule for the '77 Summer Series beginning June 15th.

Results in Results Section.

NORTHERN DATELINE



PHOTOS BY ACTION OZ

(Above) Montey Mitchell (9) got the 250 Pro holeshot at Washougal; had to restart due to the background crash. (Above right) Open Pro winner Les Womack (2) flees from Barney Newman. (Below) Jace Crown (right) and Brian Hall battled in Washougal's 125 Pro class. (Bottom) An unidentified rider gets around the photographer's mired 250 Hodie at the Santiam poker run.



Azar top pro at Washougal

By Action Oz

WASHOUGAL, WA, MAY 29

A full days program got underway at Washougal and in the Mini Intermediate class Bruce Clark (Yam) took home the honors in a small field. Dallas Johnson (Yam) had a harder go of it as David Hilton (Yam) and Steve Anderson (Yam) wanted first overall. The 100 Junior class saw Jerry Black (Suz) take the overall with Jerry Anderson (Yam) and Ed Mewsec (Yam) follow in that order. The Old Timer class saw Jim Newman take a brand new Maico to back to back moto wins to light up the interior of his plush bus. Ray Shanafelt led the Over-the-Hill gang to the win riding a Maico.

The 125 Junior A class had themselves a royal battle and when the sun shone it was Eric Linde (Yam) who stood the tallest and got the trophy. Alan Mazour (Yam) and Casey Hood weren't far behind. In the 125 Junior B class we saw Mark Hall go for it and he was followed by Mark Jones and Kip Templeton.

The 125 Intermediate class had to give Dale Olson (Yam) first for the day for he was the best.

Bob Piereth (Suz) won the 250 Junior class. Randy Thompson (Yam) won the 250 Intermediate class and John Deese (Yam) the Open Junior class. Robby Clark (Yam) did it for the Open Intermediate class.

Now we come to the three pro classes. The 125 class, came off the line with Mark Gregson wearing different colors. Mark, of Kawasaki green fame, is sporting a new ride with yellow and black colors. Riding for Vancouver Suzuki, he battled a very stubborn Clay Azar (Yam) to finish second on his new mount. Clay was on a tear in both motos and burned the track for a definite first over-all with a super ride. Brian Hall (Suz) took the third position after two fine rides.

In the Open Pro class we find Lew Womack (Yam) getting by Barney Newman (Hus) at the tail end of the last moto to complete his 1-1 for the day. Barney led most of the moto and seemed to have it on the straights and particularly on the long uphills but

Womack did it in the turns, shorter lines and better handling combined to take it away from Newman. Skeet Hise (Yam) was never far away to pick up a third over-all.

Names like Womack, Folck, Azar, Hall, Hise, Gregson, Mitchell, Dimeo, Craun, Hart to name just a few of the 250 Pros that were on hand. Names that conjure up the same thunder that reverberates from their bikes as they clear their pipes on the line. The gate dropped, they came off the line and it was immediately apparent that Clay Azar (Yam) was going to take advantage of his lead to spin a web of smooth lines around the Washougal terra firma for a super ride the first moto. Mark Gregson (Suz) got a bad start but worked his way through the pack to finish second.

Later unfolded the second moto. Mitchell got a super start and turned the first right hander in first position only to loose it on a re-start. The second start of the second moto he didn't fare as well, he was 14th off the line. With the help of some spectators who sense an inspired ride Montey was cheered on. He reeled in riders until he's gained sixth position. With time running out Mitchell and his Maico moved into third place at the flag for a place in the over-all top three for the day.

Results in Results Section.

Moyer wins SHR Trophy Dash by inches

By Tura Houser

BRENTWOOD, CA, MAY 27

The Trophy Dash was held for the winners for the first motos, which put together many sizes of motorcycles and a variation of riders. Gary Moyer had a good start and his real competition was old timer Jack Lewis all the way. The finish was so close that all the scorekeepers and officials could do was note which front wheel crossed the finish line first, by a hair. Moyer, riding a 250 Yamaha won the big trophy and a kiss from Debi. Moyer also won the 250 Intermediate class.

The Mini Money race was very exciting to watch. Winner in the Mini Intermediate class, Gary Johnson, held the lead until the last lap, when Phil Anderson screwed the throttle for all the beans the Suzuki had and got by Johnson for the win. In the regular mini competition, novice Larry Courtney took the win with a 1-2 score, John Looney was second and Al Deshaies third. All three rode Yamahas.

Byron Estes, tied for first place in the six-week series in the 100 Novice class, was first both motos for his win; Dave Houser was second on a Suzuki. In the 100-125 Beginner class, two out of the top five were repeaters and this is a no-no! Once you have trophied in this class you compete in the regular class. We know who you are and this won't happen again.

Conrad Schmeckel was first overall in the 250 Novice class with his 2-1 score in the motos. Open Novice winner Merle McCoy picked up three points in the series. Mike Underhill, the point leader in this class, had to settle for second; Scott Land was third.



PHOTO BY VINCE BIANCHI

Trophy winners at the Santiam Spoke Spinners poker run. The photographer sent I.D.'s, but, alas, no room for them all.

Rodney Greener took first both motos for the win in the 125 Expert class. The competition was heavy, but Greener had it all the way. Joey Schlag took his first win in the 250 Expert race, riding a new Yamaha. Mike Underhill took first overall in the Vets class on a Yamaha.

Kim Britz took the win away from Jammin' Joyce in the Powder Puff competition. Riding a Honda, her 2-1 score gave her the overall.

Results in Results Section.

Santiam Spoke Spinners Poker run an enduro

By Action Oz

LEBANON, OR, MAY 22

If the powers that be ever need a club to train aspiring enduro riders, I'd like to nominate the Santiam Club. It was a neat run but it "warn't easy". With 350 riders turning out for the event the already wet 30 miles got muddy!

According to club president, Tom Boyd, the hard course was marked with an optional route which this rider thought meant easier — it didn't, it meant harder than hard. So what did most of the hard course riders do — they went for the supreme test. On one 300-yard uphill there was a whole bunch of fish trying to go upstream on slick, greasy, deep-vee-rutted terrain. At the top of this torture test were a whole passel of riders who decided to stop and smell the scenery. This would have been O.K. and gone by unacknowledged but a 62-year-old gentleman riding a 175cc Honda thumper came on up without stopping and he did it with trials tires.

This event was plenty tough and very pretty. At many points along the way a rider could stop his bike, get off, walk around and enjoy a vast scenic view of a part of Oregon that is rife with splendor. I fully believe that part of the reason for the popularity of poker runs is because you have the "because it's there" syndrome as well as the ability to stop and enjoy the "because it's there" aspect.

The Spoke Spinners are a family type club and they are very concerned about the environment. At the riders meeting, and printed on the large call out cards by the sign up area, were requests to treat the flora and fauna with top consideration. This has to be continually stressed, lest we all lose the right to enjoy an event with such magnitude as this was. The club has 30 hard working members and they came up with 40 trophies and many other prizes such as tires, oil, fenders, etc., donated by the area bike dealers in and around Lebanon. As mentioned above, there was a rider aged 62 and there was also a little girl, three who rode the event sitting on the tank of her dad's bike.

The club was able to get permission from a large lumber concern to run its event over their private property and in Oregon everyone does his bit to preserve and still enjoy what we have, even private industry.

Results in Results Section.

Schmeckel & Herold take two each in Sand Hill Championship

By T. Houser

BRENTWOOD, CA, MAY 29

The Sand Hill Ranch Double Point Championship was a giant success! The double win for Conrad Schmeckel was outstanding. Conrad fell in the 250 Novice race while leading the pack. Now in last place he picked up his motor and stated to pass. He kept on until he was first again and led until the finish. Conrad also rode the Open Division, sponsored by Steve Bevilacqua, the broken up expert. Conrad won this class also and will be moved up to Intermediate soon.

John Herold, Vets Intermediate, had a race he should be proud of. Herold, Jack Lewis, and Bob Collins were really dueling for first. While Lewis and Collins were really hot at it, Herold found a way past and zapped them both for the win. Herold also won the Open Intermediate class.



At the White Rock National, an unidentified rider leads Warren Reid through a turn. (Below) Wonder whose gingham tablecloth provided the checkered flag at White Rock?

The 125 Expert was a full class with Phil Crane winning the first moto. A little dust slowed down the pack behind him. Bob Geffert, back to racing after a layoff, got second behind Crane. In the second moto, the dust was settled down thanks to a good watering job, Crane won this one also with Geffert taking second.

The 250 Expert winner, Bill Johnson, won the first moto with the hot improved expert Phill Douglas getting second, after a ferocious duel with Dave Mythen who took third. The second moto was a repeat.

The Open Expert winner, Greg Douglas took first on a KTM. Steve Eddy, the local rider from Antioch, took second. Mike Wester, who almost always wins the Odyssey race, had his work cut out for him Sunday. Dave Dixon, who has been on the tailpipe of Wester the last few Friday nights, finally put it together. Wester had it wide open, but just could not get past Dixon. Dixon won the final moto for the Championship win.

In the 125 Novice race, Randy McGinnis was on the gas. He had a very bad start and rode like he was on fire. Randy had a new Suzuki and won the first moto. Pointwise, this was a very close race. Mike Brown, on the slow Kawasaki, rode his green machine fast enough to stay up with the newer motors and a second overall. In Division II of the 125 Novice class, Mark Long won the first one with Jim Morten hot on his tail, riding his rear wheel. Ron McClean, riding a Suzuki, got a third in the first moto, but the second moto was quite different with Ron winning and Morten getting second overall.

We would like to give special thanks to the driver of the neat water truck, Jammin' Joyce's husband. He really did a fantastic job. Tom Anderson gives his personal thanks.

Additional thanks to the local shops for their support and their donations which helped make the day a success: Dirt Factory of Concord, J & J Cycles of Concord, Concord Honda in Concord, Kawasaki West in Concord, Cycle City in Walnut Creek, Cycle Center in Hayward, Kawasaki-Maico of Dublin, Dublin Yamaha in Dublin, Dublin Honda in Dublin, Honda-Suzuki in Pittsburg and Concord Yamaha in Concord. We thank you.



Bell takes two, Richter one at the White Rock National

By Sallee Hilton

SACRAMENTO, CA, MAY 29&30

The 4th Annual White Rock National attracted nearly 600 riders who braved the first "really hot" days of the year in Sacramento. The Sportsman riders were competing for a 250 Maico prize, and the pros were going for a \$3,000 purse.

Local favorites, Pat Richter, Danny Turner and Danny "Magoo" Chandler had an edge due to their familiarity with the track. After taking the win in the first 250 moto and a second in the first 125 moto Chandler crashed hard in his second 125 run, sustaining a broken leg.

Richter, on a 125 KTM for Moto-X Fox, won the 125 class with first and a second place finishes. Being from the cool north woods of Fortuna, Pat said

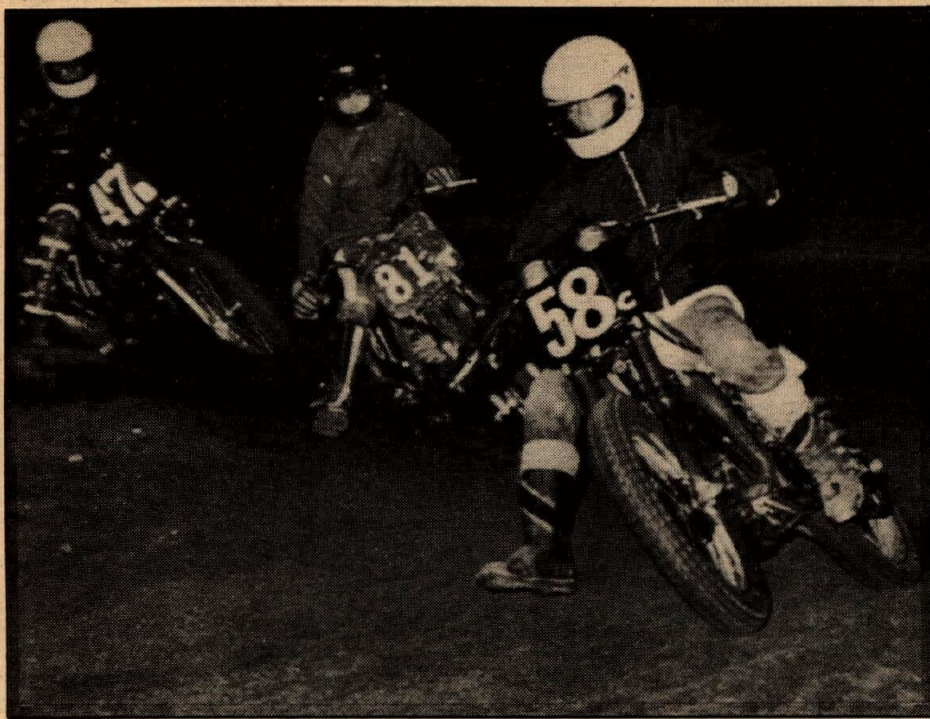


PHOTO BY FELIX ADAMO

125 Junior winner Mike Rogers (58c) leads Wade Williams (81T) and Joe Perry through Rockyhill's slippery righthander.

the heat was really getting to him, and couldn't help but slow him down. This was quite believable due to all the DNFs that were blamed on the heat. Danny Turner, riding a Franks machine, also from the cool woods of Placerville claimed the second place money in the 125 class.

Out of town favorites, Warren Reid for team Honda, and Gary Ogden FMF, both had bad luck in the main after doing well in the qualifier. Reid swapped off on the high speed straight and was knocked out while trying to get up to the front of the pack after a bad start in the first 125 moto. Ogden only made two laps in the same race before going down as a DNF. Another favorite, Ron Turner FMF, took fourth both times around for fourth overall. Phil Crane (Suz) from Martinez took the third place cash after borrowing a bike from Laine West who gave up his ride to help Phil out.

Donnie Cantaloupi, (FMF) cashed out in fifth place in the 125 Pros. He was followed in both times by Scott Karl (Suz) and Danny Dennis (Hon) who were paid sixth and seventh with Pat Yoho (Yam) claiming the eighth and final paying position.

Mike Bell, overall winner, only finished fifth in the first 250 run with Magoo (before being injured), Greg Robertson (Oss), Warren Reid (before being injured) and Ogden in front of him. Bell started at the back of the pack in the first moto and had some tough going to get to fifth. In the second try he had a better start and chased Dennis Brand (Suz) all the way to the white flag before taking over the lead and the overall win. Ogden did better in the 250 class taking second overall pay with two fourth finishes. Brand got the third place bucks and Robertson fourth. Finishing third in the second moto put Mike Hersman on an Arnaco Shocks Husqvarna, in the money for fifth. Additional paying places went to Jerome Heiberger (Mai), Rick Long (CA) and Tim Lunde (Yam).

Top money in the Open class went to Mike Bell, of Lakewood, on a DG Yamaha. Bell took the lead away from Richter in both motos as he had to work his way to the front in both motos with a smooth steady push. Bell also topped the 250 class making him the biggest winner of the day.

With Bell in front at the checkered

in both Open motos, and Richter right behind him, they both added to their previous cash-ins. Parry Klassen (Yam) got third overall. After starting the first moto dead last he worked all the way up to a fifth place finish. Meanwhile Bell had lapped all the way up to seventh place! Klassen had a much better start in the second moto and spent a number of laps swapping places with Richter, but ended up in third at the end. Robert Myers (Mai), with a third and a fifth had the fourth overall. Henry Halbach (Mai), Jeff Shurtz (Mai), Michael Preston (KTM) and Skeet Wyman (Mai) also made money for their rides.

The grand prize for the top sportsman of the two days (and three motos) had to be split. Going for the 250 Maico got the adrenalin flowing, and after the first two motos there were six riders with two first finishes each. Three of the six had led every lap of both motos, so at the start of the third round they were all out for the lead right from the beginning to chalk up the leading laps. 125 Intermediate, Marvin Woods (Yam) from Orangevale, was the first of the three to make the attempt. He was second at the end of the first lap and seemed to get reckless and tried so hard he went down several times, making it tougher every lap. He never made it into first and was out of the running, broken hearted.

Next up was 250 Intermediate Kent Woods (no relation to Marvin) a 14 year old Suzuki rider from Santa Cruz. He succeeded in getting the lead in the first lap and holding out against heavy pressure all the way finally stretching his lead to four seconds at the finish.

Lance Beauchamp, Open Intermediate Husky rider from Carmichael had his work cut out for him. The best he could do would be to tie Woods, which he did. Beauchamp came off the line about fourth but made it to the front by the end of the first lap and stayed out front all the way.

Woods and Beauchamp, having both led every lap of all three motos were consulted about how they wanted to handle the tie. They agreed to sell the Maico and split the cash. A Maico dealer set the minimum value and they took bids over that and did sell the bike, each coming out with more cash than the first place Pros had collected!

Results in Results Section.



Mike Botto (60cc high point rider in the Lodi Spring Short Track Series) leads Eric Lewis at Pioneer Rough Scrambles.

Sullivan vs. Anderson at Sand Hill Ranch

By Tura Houser

BRENTWOOD, CA, MAY 20

The Trophy Dash was held for the intermediates and experts Friday night. Bob Sullivan and Phil Anderson had their bikes really dialed in. Sullivan and Anderson traded the lead for the entire four laps of the Trophy Dash. On the last lap, Anderson had the inside with Sullivan on the outside, they were only inches apart before Phil slipped ahead winning the Dash.

Sullivan won the overall Open Expert competition as Anderson had dropped to last early but by the end of the race had worked back up to second behind Sullivan. Sullivan still remains undefeated in this class and the \$25 bounty is still open through Friday, June 10.

In the 125 Novice race, Tim Nobles led until the last two laps, when Ron McClean got the inside drive and passed him. Nobles fell on he straightaway trying to keep the lead. The winner in this class was Scott Rebeck on a Yamaha with Jim Pitts second.

Joey Schlag was first both motos in the 125 Expert race, holding off David Lead, who did everything he could to catch Schlag, including a fall on the last curve before the finish flag.

The Odysseys put on a good race, the pack was forced to spread out soon after the start. Mike Wester took both motos for the overall win, and Lawrence Beck was second. Russ Otto brought out a strange looking three-wheeled vehicle for this race, but just couldn't stay on the track.

In the Mini competition, Bin Mon Avery was first both motos in the novice class for the overall win. Intermediate Sam Nava was first overall with his 1-2 scores.

Results in Results Section.

AMA D-35 Scrambles return to Rockyhill

By Cosmic Cat & Co.

PORTERVILLE, CA, MAY 21

District 35 scrambles returned to Rockyhill Speedway in Porter-

ville for the first time this year. Judging from all of the falls, it was easy to tell this was indeed the first race of the year at Rockyhill.

Nearly all of the Mini Novices went down once in their main and after leader Randy Wesson (Yam) took a dive in the righthander on Lap Two, Shawn Robinson (Yam) was in the front spot. Robinson had no problem keeping the lead and took the win ten lengths ahead of an up and runnin' Wesson. Jon Hevle (Yam) finished third.

Mark Journey's win in the 500 Junior Main was a little harder to come by than Robinson's Mini win. Journey was running third on the first lap and moved into second by passing Kent Canady (Yam) in the third turn. Journey then started chasing Paul Shafer (Yam) for the lead and succeeded in the first turn of lap three. Journey held his lead for the win while Shafer and Canady followed.

Bob Winters (Yam) took the 200 Novice/Junior combined win, leading flag to flag. Marty Brown (Yam) was second, also holding the position start to finish. Third was a different story, Tony Oxford (H-D) held the position on lap two but nearly had it snatched away by Gary Wesson (Yam) in the righthander of lap three. Wesson stayed close and it paid off on the fourth lap when Oxford went wide in the righthander, allowing Wesson to slip underneath for third.

Jimmy Deen (Yam) won the Junior Main, leading flag to flag, while a closing Patrick Cocagne (Suz) finished second. Harry Boudakian (Suz) was third.

In other races, Scott Podergois (Bul) manhandled the 250 Experts while Kawasaki mounted Richard Torres finished second and Scott Cude (Yam) third. Randy Clayborn (CZ) topped Rodney Gee (Yam) and Marius Kodimian (Hon) for the top honors in the 500 Novice class. Tim Martin (Yam) was the top man in the 100 Junior Main, as was Ritchie Morris (Yam) in the Mini Junior and Mike Wesson (Yam) in the Mini Expert.

Results in Results Section.

Lodi closes spring Short Track series

By Ann Carr

LODI, CA, MAY 21

Jorgy's Motorcycle Shop of Stockton took all but one of the expert high point spots at the

Lodi Cycle Bowl spring short track series. Brothers Alex and Kim Jorgensen — both white and black plate holders in District 36 — grabbed off the Maxi Expert first and second place payoffs while Seaside's Jeff Haney nipped the third spot.

Alex's first was relatively easy as he placed well in each event he rode, but Kim was forced to win the 250 Main tonight and hope Haney did not place too high in order to grab second. Jeff's best finish was a fourth in the 250 which left him one short of Kim's 26 points. The younger Jorgensen also blasted the troops in the King Race tonight to take home the largest part of the expert money.

Thirteen-year-old Tracy Hays kept the Jorgy's streak intact with a pressure win over blue plate Number One Doug Chandler in the 80 Main for the Mini Expert top position. Tied before tonight's races, these youngsters promise an excellent season of racing as they vie for that top district plate.

Other mini high point winners were 60 Junior man Mike Botto and 80 Novice Shawn Reyna. Mike's strongest challenge came from Salinas novice Kelly Fischer who did not ride here tonight and thus left Mike an easy victor. Shawn easily was the class of the 80 ranks as all the hot juniors turned expert during the series. Shawn won three of four races for his points.

Former mini racers grabbed four of the remaining sportsman high point trophies. Modesto's Steve Orozco watched Richard Thurman nip Austin Pugh at the flag in the 100 Main to preserve his trophy as Steve was turned junior the last night of the series. A win by Pugh would have given Austin the first based on most wins.

Stockton's Fred Merkel, Lodi's Hal Hook, and Nick Jaconetti of the Chico area took the 125, 175, and 200 honors respectively. Fred and Hal coasted with three and four wins while Nick rode every event to accumulate enough points to outdistance another rider who won the first two races but did not return.

Juniors Jim Felice, Rafe Heath, and Steve Alberdi topped the 250, 360, and 500 classes. Felice received a little help from the measles as Brad Summers was unable to complete last week and Jimbo responded with a win to put his trophy out of reach. Heath, however, battled with fellow club rider Ken Burton down to the wire. Both won their heats tonight but only Heath could place in the main. Alberdi's consistency and attendance paid off as he topped the 360's tonight and gained enough points to overhaul Brad Goforth who won a small class.

Scrambles racing will resume at Lodi for the next five weeks with a double short track break July 8th and 9th for the AMA qualifier.

Results in Results Section.

McRae takes S.I.R. Road Race opener

By Gary Morris

KENT, WA, MAY 8

Greg McRae, riding a Winston Motors-sponsored Yamaha TZ 750, took the Open Grand Prix class at Seattle International Raceway (S.I.R.). McRae, of Quesnel, British Columbia, won both heats. He was clocked at 1 minute, 33.4 seconds

in the first heat for an unofficial track record for motorcycles on the 2.25-mile course.

Bruce Lind, also riding a TZ750, challenged McRae in the first heat, but decided to save his machine and settled for second. The second heat was one of the day's best, as Jim Dunn on his TZ750 monoshock dived with McRae and Lind. Dunn was late to the track after working all night getting his bike together. This forced Dunn to miss the first heat.

The last heat was cut to four laps because of a 5:00 p.m. noise curfew at S.I.R. Lind took the lead in the first lap, followed by Dunn and McRae. Dunn showed outstanding style as he took the lead in lap two, holding it until McRae made a drive on him in the last turn. It was a thrill to see two TZ750s drag racing to the finish line.

Finishing in a respectable third place in the Open GP class was Bob Foster on a 250 Yamaha. "All I need is two more cylinders" was the comment from this outstanding young racer. If he gets his hands on a 750 — watch out!

The 250 Grand Prix class winner, Bruce Lind (TZ 250 Yam) from Seattle, did not have an easy time. Bob Foster closed the gap on Lind when Lind missed two shifts in the last lap of the first heat. Foster said, "I knew I was gaining, and just gassed it as we came on to the straight. I looked over as we crossed the finish and saw his rear wheel — just three feet short of first." Ken Botham (250 Yam) was making his bid for the lead until the countershaft sprocket nut backed off. (Botham was also with the leaders in the open GP race until his TZ750 seized.)

The 410 production class was a super race, with Yamahas sweeping the top three places. Heat One saw the lead change three times. Greg McRae (350 Yam) and Rocky Phoenix (350 Yam) were nearly equal in power and handling, until McRae passed on the downhill leading to the ess turns.

The battle resumed in the second heat. Phoenix led the early laps with McRae finally passing for the win in the fifth lap.

The Washington Motorcycle Road Racing Association put on a good race with both trophy and money classes. They will put on five more events through September. There will be a two-day jubilee on June 25 and 26 with Grand Prix classes on Saturday and a five hour endurance race for production and cafe machines on Sunday.

Results in Results Section.

Jacobson dazzles Startup MX with double win

By Esther McAllister

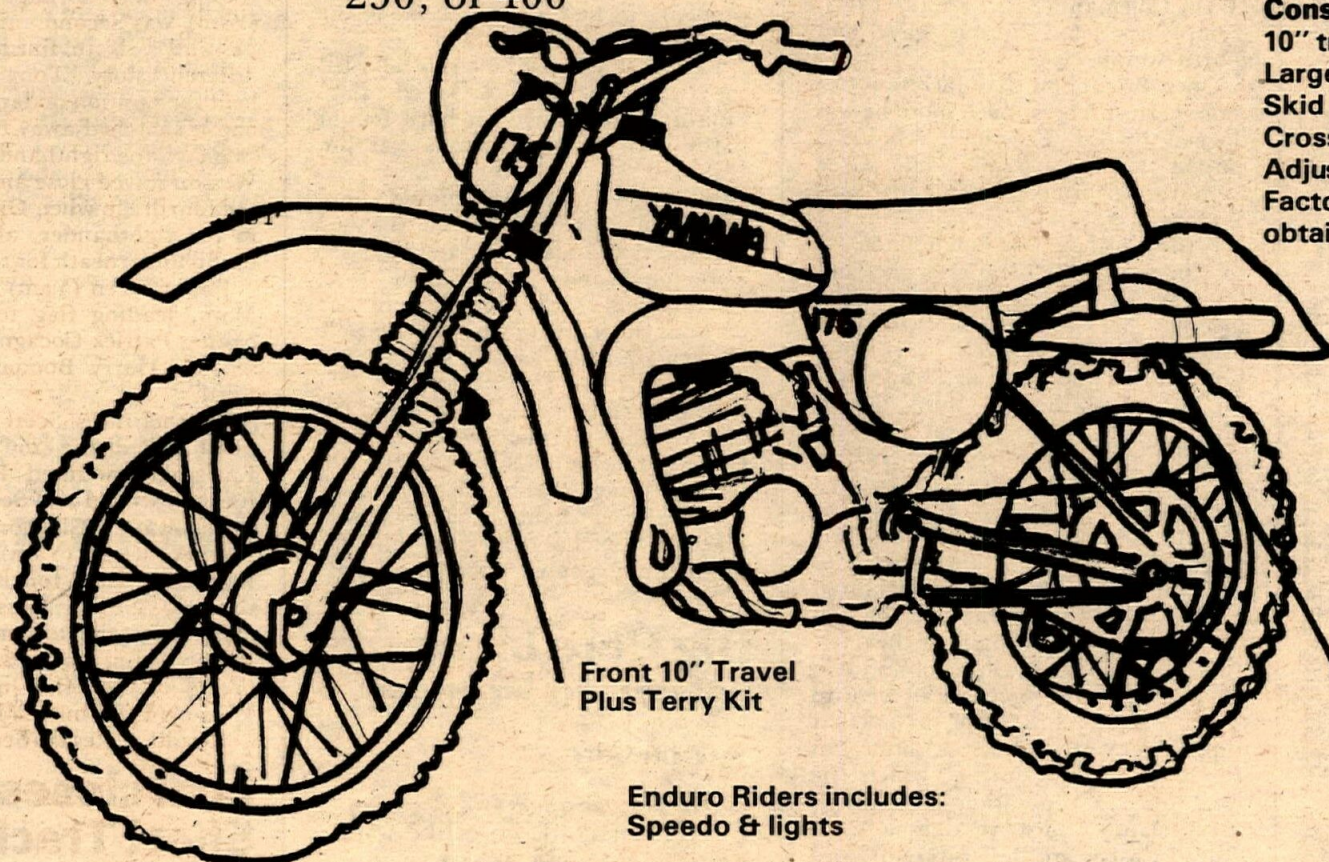
STARTUP, WA, MAY 22

Pat Jacobson (Suz), one of the flashier northwest motocrossers, paid a visit to the Startup track where he staged a one-man show and his performance left nothing lacking; he picked up double wins in the 125 Pro and Open Pro races for overall honors in each category.

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NORTHERN DATELINE



PHOTO BY E.W. DOMINIE

Clay Hodges and Dan Fowler lead a 250 Expert pack at Cycleland.

Jacobson got his usual good start in moto one for the 125 Pros but stayed in the middle of the pack for some of the fun and excitement. When he'd had enough of that he started his charge — picking off riders and pulling away until he had the lead. Once up front he had it all to himself the rest of the way. Behind him Duke Coleman (Suz), Dale Barker (Yam) and Scott Cameron (Suz) battled it out for second place with Coleman coming out ahead of Barker and Cameron.

The second moto went off much like the first with Jacobson once again getting away from most of the pack halfway through the first lap. However, Duke Coleman had it in mind to zero in on Jacobson this time and Scot Templeman (Suz) wanted in on the action too, but Jacobson didn't seem to want any part of it and got on it to leave Coleman and Templeman to fight over second place. These two kept banging it out several laps. Coleman finally "ducked" Templeman by picking a little better line off a jump and taking the advantage. Overall results: Jacobson (1-1); Coleman (2-2); Barker (3-4). Templeman's 5-3 finishes gave him fourth overall.

Open Pro action gave Jacobson two more perfect scores. Each moto he was dogged by Ed Therriault whos 2-2 earned second overall while Greg Demuth performed consistently with 4-4 for third overall.

A thrown chain cost Brian Finch top spot in the last 250 Pro class race but he was ready this time and put together back-to-back wins for first overall. Kevin Veatch with 4-3 finished second overall while Jay McCaffery wound up third overall after a 3-4.

Brian Doyle, winner of the Open "B" first moto, had some added tension to overcome before going out for the second moto. His brother, Kevin, had just been transported to the hospital after suffering a fractured ankle during the running of the 250 "C" class. (The only injury of the day). Brian managed to keep cool and cop the win again. Second overall went to Tony Miller. John Noble, in his first time back at motocross after an extended layoff during which he established a reputation as a desert racer, claimed third overall honors.

Rod Casper and Jeff Birkestol were at it again when the 250 "B" class took their turn on the track. This time it was Casper earning first with 1-2 finishes and Birkestol second overall after a 3-1. Jim Almond, all the way from Port Moody, British Columbia, was third overall, scoring a 2-3.

A total of 237 riders signed up for the day. Next race at Startup Motorcycle Park is scheduled for June 12.

Results in Results Section.

Crash and burn spectacular hits Cycleland Speedway

By Pat Upton

CHICO, CA, MAY 21

Crash and burn was the name in Saturday night action at Cycleland Speedway as the slippery track got the best of several riders.

In the Expert Money race Dan Fowler and Dallas Turner bit the dust coming out of Turn Four early in the race. Bob Gibson also had his problems as he hit the wall along the back straight in the final lap.

Ken Gray got the hole shot and led the way to the checkered flag. Finishing second after a hard fought battle with Randy Freeman was Jim Hubbard.

John Heemsbergen moved into second place in lap two of the 360 Novice event and immediately went to work on Randy Ybanez for first. Heemsbergen's challenge did not pay off until the final lap when he was able to get under Ybanez and stuff him at the finish.

Another big battle developed in the 200 Am/Exp. Scratch event with Tom Green challenging Jerry Douglas for second. Douglas was able to hold off the challenge hanging onto second place by inches. Picking off the number one spot was Troy Cummings.

Big Bore bikes return to Pioneer

By Ann Carr

OAKDALE, CA, MAY 22

In spite of cold, gale-like winds 90 racers closed out the winter scrambles season at Pioneer Arena. The deep throated sound of 500cc thumpers and 750cc Triumphs boomed through the area as the class C traction brought out some of the oldtimers.



PHOTO BY DAVID FAVELLO

Jerry Jackson putts his PE250 along at the Sand Hill Ranch Marathon.

Larry Laine — better known as Preacher or Elmer Gantry — was pushed into the bullrushes of the Pond during practice but returned to battle blue plate Number Three John Tavis in both heat and main for the Open Expert payoff. Tavis made a driving Concession Turn pass about lap eight of the main for the win while Elmer took a hard-earned second.

Get-offs and bike problems dominated most other expert and many sportsman mains. Mitch Davidson returned after a layoff and celebrated his success at Lodi Saturday night with a 250 Expert rip today. Salinas' Ken Netto moved through the pack after a poor start for second while Dwayne Ellis survived a heat fall for third. In a crash strewn 500 Expert Main blue plate Number Five Davis blitzed the competition while Emory Gray and Dennis Spence dodged bikes and bodies for second and third.

Modesto's Earl Carlson won his 80 Junior heat easily but fell in the main's second lap. Earl remounted and tenaciously attacked the field and finally nipped an under-horsepowered Scott Rose for his first junior win.

Dean Coca led the 125 Juniors most of the way only to come to a near stop in the pit turn and lose the win to opportunist Steve Orozco. Coca held on to the second as Atwater's Terry Adams was caught behind Coca's near stop.

Short track action will begin at Pioneer with a Saturday night surrmer series through June and picking up again July 30th after the nationals return to the East.

Results in Results Section.

Dirt Factory Team wins Marathon at Sand Hill Ranch

By Tura Houser

BRENTWOOD, CA, MAY 22

The Marathon was super! Young Bob Collins led for four laps until the team of Rich Wilson took over and led until lap 12. Rich had some bad luck, he hit a rock and broke his foot but stayed in the race, and was still able to finish second in the 250 class. Dirt Factory rider Jerry DeKay was moving fast and took over the lead. DeKay was late for the practice lap and had to follow until he knew the course. After taking the lead, he stayed out in front for the overall win and the \$25 cash prize. Jerry

Jackson, owner of J&J Cycle, Concord, was in second place until he ran out of gas.

The Marathon was really rough and the riders only completed 20 laps. The 100 class winning team was Mike Moyer and Tom Worth, taking first on a Yamaha. They made a great effort and had the talent and endurance all the way. It was a challenge for many of the riders to just finish the race.

Open class winner was Bob Bellicitti, who has had a lot of experience riding marathons.

The team of Steve Ferroni and Henry Leslie (Suz) were the overall winners in the 125 class. They started two minutes behind the Open class and were only a minute behind at the finish.

Results in Results Section.

Datan wins as Miler Fever hits Lodi

By Ann Carr

LODI, CA, MAY 14

Miler fever struck the Lodi Cycle Bowl as 16 experts actually signed up for the King of the Hole race. Several others wanted to ride, but safety dictated a limitation of competitors and a three-row start. Many spectators looked to Row Two where National Number 44, Alex Jorgensen, gleaned an outside starting spot and hoped to preview good luck at San Jose the next day with a win. Jorgy had topped the 250 Experts earlier but such was not to be the case in this one.

There were several crashes, with one sending Alex over the bank and into some rather dumb spectators (riders and friends) who were waiting to go out for trophy presentations. No one was injured, luckily, and Manual Datan of Salinas inherited the money.

High finishes sent Jeff Haney (500 winner), John Tavis (360 victor), and Brian Thompson (250 second) to fight it out next week for high point money with the two Jorgy boys.

Action continued furious in the 360 class where novice winner Kenny Burton (Burton Cycle Gringo) grabbed his second win and junior man Rafe Heath dialed the start and moved ahead of Burton by one in the high-point battle. Both of these Lodi M.C. members are not likely to be cheering for each other next week at the finale.

After the final spring short track next week the Bowl will switch over to its traditional night scrambles season kicked off Memorial weekend with three races, including the 11th Annual Archie Clark Memorial, this year a benefit for the California School for the Deaf. Scrambles will be interrupted on Saturday night, July 9, for a National Sportsman and Mini Short Track Qualifier. Top experts in each class may qualify for the National Championship in Kansas in August.

Hersman tops 250s at Argyll

By Sallee Hilton

DIXON, CA, MAY 15

Bob Myers (Mai) and Ted Rogers (KTM) fought it out for the first laps of the first Open

Expert moto before Myers got tired of taking turns leading and went out front. Parry Klassen (Yam) had been running third until he crashed and Tony Bouscal (Mai) took over the spot. Myers and Rogers were way out front now and the interesting portion of the race was the contesting of third place, for Mike Preston (KTM) was gaining rapidly on Bouscal and Klassen was back in action gaining on both of them. Klassen made it to third by the finish, Bouscal got the fourth.

Myers crashed early in the second moto, losing his lead to Rogers, who took it all the way to the flag and the overall big bucks. Klassen pulled into second after Mike Miller (Mai) began slacking off the pace. Jerome Heiberger (Suz) diced it out with Miller and took third place from him. Klassen got the second place cash, Myers was third overall, with Jeff Anselmo (Mai) and Jim Dallara (Mai) also cashing in.

Although the day was typically (for Dixon) windy, the tornado like winds kindly waited 'til after the last race to attack full force, making it difficult to find the way out of the park. Some of the motos in the latter part of the program gave the riders a bit of a problem with wind.

Tad Gumbmann (Mai) was dialed in to win the first 250 Expert moto. Off the start it was Phil Crane (Suz), Mark Hilton (Suz), David Woodall (Bul) and Gumbmann who got around the first "S" turns before a six or eight bike pile-up slowed down the rest of the pack. By the end of the first lap the running order of those four riders had completely reversed and Gumbmann started stretching out his lead. Hilton chased Woodall and was right on his tail when Parry Klassen (Yam) moved into the scene and made a three way fight of it. The three riders were all in second place coming down off the "Matterhorn" hill and down the straightaway into the turns. Going into the sharp right turn at the end of the straight, Banzai style, not one of the riders would back off the throttle and the inevitable crash put Hilton out of the contest. Klassen held on for second. Klassen and Woodall later both dropped back and Jerome Heiberger (Mai) took over for the second finish with Mike Hersman (Hus) taking third and Klassen fourth.

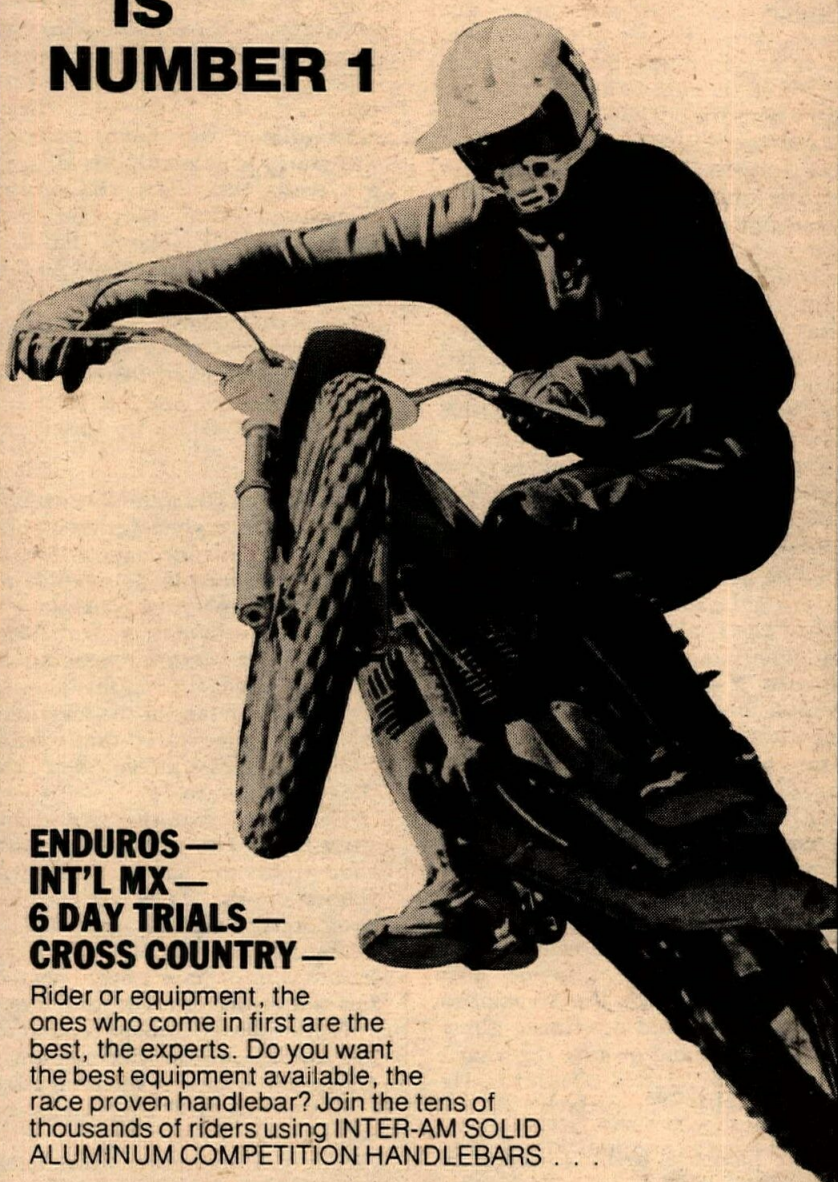
Gumbmann and Hersman made a hot race of the second moto, both way ahead of third runner Donnie Cantaloupi (Yam) and the three way fight for fourth which was won by Hilton. Just before the white flag, Gumbmann pulled out with mechanical trouble, and shortly afterwards Klassen got by Hilton for third and the finish order was established as Hersman, Cantaloupi, Klassen and Hilton. The money for overall went to Hersman, Cantaloupi, Klassen and Heiberger.

Phil Crane (Suz) was really cookin' in the 125 class, winning the first moto easily. He led all the second moto with Cantaloupi (who had finished second in the first round) right behind him and pushing. In the final lap Cantaloupi made his move and took over the lead to win the overall as well as the moto. Crane was lost in the back of the course and did not finish. Lance Lollar (Suz) took the second and second overall cash. Rick Stadtmiller (Suz), a new expert, got third place pay for his two fourth finishes. Keith Cometta (Suz) and David Ernst (Yam) each had a moto third and Cometta got fourth overall pay.

Results in Results Section.

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(Continued from page 25)

While it might have been easy for Sweet, it was not for dozens of National class riders, and definitely not for the Support class riders. One rider who wished to remain anonymous said, "I thought all of Michigan was flat, but when I came up on Section 11, I thought I was entered in a hillclimb."

Bernie Schreiber, who entered the trial ranked fifth in world championship point standings, suffered a painful injury just after the start of the second loop. The young Californian, who rides glove-less, had a fingernail torn off of his right hand, but rode on despite being in obvious pain.

Many used to describe Mick Andrews as ageless, but most observers at this trial shook their heads as the veteran rider dabbed here and there, picking up 57 markers in the process which dropped him well down from the top 10.

For Juan Manuel Soler the trial almost ended as quickly as it had begun. Soler crashed heavily in the first section of the opening loop. He recovered from his accident sufficiently to place 10th in the final tally and earn one championship point. When asked about his accident Soler simply responded, "Bad, very bad."

Debbie Evans, the young California lass - Yamaha mounted like Andrews, finished the trial with a score of 155. That point total put her out of any chance for National points, but was an accomplishment in itself. Her fellow competitors congratulated her and she beamed as she graciously accepted the accolades.

For winner Coutard it was not an uneventful day. "I lost my chain just before the fourth section on the second loop and my spare links were the wrong size. I found the thrown links just a few meters back down the trail but they were too bent to use. Just when I had all but resigned myself to the fact that I would not finish, along came Rathmell and he gave me what I needed," said a tired Coutard. He concluded with, "Somedays you are just lucky!"

Martin Lampkin, fresh off a breather following his second consecutive Scottish Six Days Trial victory, moved into a tie for the World Championship lead with Rathmell. "I'm right glad that Griffiths doesn't have an FIM license as I thus picked up third place points rather than fourth tally. I thought it was an enjoyable trial, but you know I got a '5' and that is something I've avoided for two years in a row in the Scottish," said Martin.

The end result of the American round was to move the point standings even closer with Rathmell and Lampkin now sharing the top spot at 60 points each while defending champion Yrjo Vesterinen remains only a shadow away with 56 points. Ulf Karlsson holds fourth in the tally with 53 points while Coutard's win jumped him to fifth place ahead of Bernie Schreiber 36 and 34 points, respectively.

Credit to the entire MOTA organization for what most called an excellent trial. And without a doubt most of that credit should go to Course Marshall Ray Hatfield for his tireless work for countless hours leading into the event. Clerk of the Course Dick DeBolt tied it all together and "hats off" to him as well.

Results pending license ruling

World Championship class: 1. Charles Coutard (Bul) 23.9; 2. Marland Whaley (Hon) 31.6; 3. Martin Lampkin (Bul) 35; 4. Mark Eggar (Hon) 35; 5. Don Sweet (Mon) 39.8; 6. Lane Leavitt (Bul) 40; 7. Ulf Karlsson (Mon) 40.2; 8. Malcolm Rathmell (Mon) 44.3; 9. Yrjo Vesterinen (Bul); 10. Juan Manuel Soler (Bul) 48.6; Whaley wins NATC class.

National: 1. Marland Whaley (Hon); 2. Mike Griffiths (Mon); 3. Don Sweet (Mon); 4. Lane Leavitt (Bul); 5. Bernie Schreiber (Bul); 6. Curt Comer (Kaw); 7. Tom McKinney (Mon); 8. Jack Stites (Bul); 9. William Burgenor (Bul); 10. G. LaPlante (Kaw).

Senior class: Bob Nickelsen (Hon)

(Continued from page 31)

Bast claimed that he could see the strike coming, and it was at the SRA meeting in April that he made out his check to join up, which he subsequently cancelled shortly thereafter. "Now, they're trying to sue me for a \$10 check."

Perhaps one of the strongest points of contention on both sides since the beginning of the strike has been negotiations — or the lack of them. For weeks, strikers have claimed that Oxley has refused to talk to them on any terms. But one close source to the promoter stated, however, that the riders had simply not bothered to call Oxley up. Steve Lewotski substantiated the claim, stating, "It was Harry who wanted to talk, and it was really the riders who refused to negotiate. When they (the strikers) wanted to talk, Harry didn't want anything to do with them. As far as I see it," Lewotski concluded, "they screwed themselves."

Nevertheless, strike spokesman Sonny Nutter claimed that for weeks he had asked for a face-to-face meeting with Oxley to discuss their differences.

A break in the stalemate apparently came recently when Oxley mentioned that Scott Sivadge called him up to arrange a meeting between him and Nutter. The meeting took place when Oxley was in Ventura, with Sivadge, Nutter and Oxley engaging in a "private discussion" in his hotel room. Though no details of the meeting were released, Oxley stated that essentially, "The SRA didn't inform their riders of the entire picture."

Oxley said that the SRA didn't let their riders know of all the problems that promoters have to cope with in staging events. "They just said that the promoters wouldn't give 40%," said Oxley. "I asked Sonny, 'Have I ever lied to you; or have I ever cheated you out of a penny?' And he said, 'No.'"

Nutter has not been contacted to discuss his side of the meeting with Oxley; but whatever the final effects of this meeting will be, their results remain to be seen.

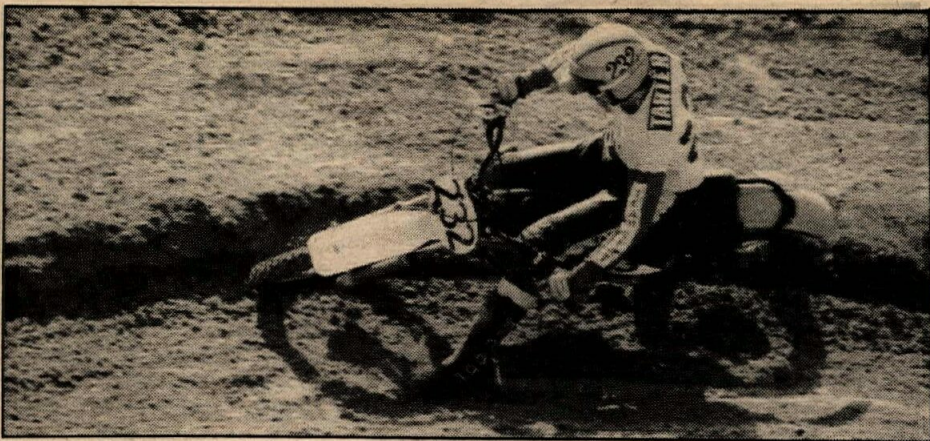
The meeting between Oxley, Nutter and Sivadge, like everything else that has gone on during the speedway dispute, is unresolved in its present state, and it's unclear as to what might happen to the people on either side in the future. The only clear observation about the strike is that it has been a war of rhetoric, with each side well stocked with choice words for ammunition.

Presently, striking riders aren't too sure as to what might or might not happen to them whether they win or lose. More than anything else, however, they are afraid of losing, since they claim that that will mean an end to their speedway careers since they fear retaliation from the promoters. According to one source, the apparent fear expressed by riders is genuine. "Most of the riders on strike know that if Harry wins, they'll never ride again. All the riders want to ride. I think it could've been handled in a different way. They should've negotiated instead of demanded, which turned Harry off."

The future of organized speedway doesn't look very bright based upon the way things are presently going. According to Mike Bast, the SRA is in deep straights indeed. "They're trying to hang on, but they're getting nowhere. If anybody kills speedway, it'll be the SRA."

On the other hand, according to one source, there may be no future at all. "One of them doesn't want the other to win," they said in a nihilistic assessment of the situation. "In the end, it may kill them all."

CENTRAL PIPELINE



(Top) Oak Hill 250 Expert winner Randy Tarter Can-Ams a berm. (Middle) 100cc winner Skipper Franks. (Above) Chris Dublin, flat out on his Maico.

England wins SRAC Expert GP at Colorado Springs

By Linda Donelson

CO. SPRGS., CO, MAY 28-29

Hosted by the East Colorado Springs Kiwanis, SRAC held a two day Grand Prix. Saturday, was for minis and novices, and Sunday amateur and expert. Rain fell Saturday which made Aztec, in the river bottom and all sand, super traction. The 125 Novice had to run qualifiers as 49 riders showed up to ride. Tim Linn (Yam) was spectacular

in his bid for first. Not fairing well early in the race, (and knowing that many riders were looking for their final mark to move to amateur), Linn charged for the lead after the first series of esses, with Bob Luchess (Suz) right behind him. As they approached the long uphill before the back straight it was tight between Linn, Luchessi, Frank and Warren. The distance between each bike could only be told by the different color of helmets. They continued to go around the track this way lap after lap. The checkered was out, and still the positions hadn't changed. Luchessi on the long down hill tried to edge his front wheel around Linn, only to find the Yamaha rider was not giving up. They finished in that order.



PHOTO BY DIANE POLLEY

Glenda Carder loops her Bultaco at the Millsap hillclimb.

Sunday was Amateur and Expert day, with 232 entries. 40 riders in the 250 Expert meant qualifiers. Arlo Englund and Bill Ferneyhough, both back from the Nationals were hard to beat. Arlo, running his 250 Husky, went on to victory after bad starts in both motos.

Bill Ferneyhough (Cent. Yam) and Roger Smith (Vickery) promised to have the race of the day in Open Expert. Smith again got the good start he usually does and continued to hang on in the turns and out to the backstraight. Ferneyhough took over second position off the line and not far behind Smith, seemed to pace himself, knowing that he had 30 minutes to go. Over the jumps, the off camber, the long up hills, it looked like a string was attached to Smith and Ferneyhough as the distance never seemed to change. Two laps 'til checkered and Ferneyhough made his move, darting by Smith to take the lead and hold it to win.

Second moto, Smith put all he had into trying to take and hold the lead, but couldn't quite pull it off as Ferneyhough again waited 'til the end to take the overall first for the day. ●

Results in Results Section.

David Chandler little surprise at big hill in Texas

By Diane Polley

MILLSAP, TX, MAY 22

The first AMA National Championship Qualifier Hillclimb was run May 22 at Millsap, Texas. The Texas Hillclimbers Association had really worked hard to get things ready and it paid off. They had a bulldozer completely rebuild the 430-foot hill that had lain fallow for a year. The dozer operator must have been fearless. He put four steps in the hill, the first two were very steep and caused the most trouble. The last time the hill had been run it was a straight speed hill that was topped in six to eight seconds. Today the speeds ranged from 15 seconds to nearly 30 seconds. Throttle control and low gearing were the name of the game. A little dry weather could make it even harder when all that packed clay turns into talcum powder.

Because of the large number of road riders watching an impromptu Best Dressed Bike contest was held at intermission. W. T. Lacy of the Fort Worth Hawks won the THA tee-shirt prize. Norman Delamor also received

a shirt for the slowest time of over 29:46 seconds.

To give the riders trying to qualify more time for changes the club ran the qualifying 100-through-Open classes first, then the enduro and exhibition classes, and reversed the order after intermission. This seemed to work well and the riders appreciated the extra time. Of the nine states in District 6 Colorado, Oklahoma, Kansas and Texas were represented. Considering that the district included states from Wyoming to Mississippi that seemed pretty good.

Eleven-year-old David Chandler scored the first surprise of the day. About the only thing any of the riders had agreed on was that it would probably be the 250 class before the hill was topped. David ruined that idea when he went over in the 100 class on a Honda XR75 the first time he attempted it. He also dealt a cruel blow to the rest of the class who were all riding 100cc bikes when they did not get to see the top on this try. Troy Bullock on a Kawasaki finally managed to push David to second with a 19.98 second time over David's 23.53.

For a while there was talk of not letting Steve Hopkins and his dad, Bob, run on the hill. Steve tried three times before the clock worked for him and then on Bob's run the generator ran out of gas. All this happened in the 250 class. In the end it worked out alright and Steve got a second and Bob a fourth.

Tom Hairston unveiled a unique 180 degree crank 750cc Triumph and as usual there were still some bugs to be worked out. It looks like Jack Wilson and Big D Cycles have done it again though.

For the second climb in a row Will Alford and Gary Chandler were battling it out for top time. It looked like it was going to be close after their first runs but Will sewed things up with a time of 14.99 seconds in the 250 class on his second try. Gary's 360 Husky and 890 Honda just could not touch the Bultaco. ●

Results in Results Section.

Limestone run speedway track opens in OK City

Oklahoma City now has the only 1/8-mile limestone racetrack designed exclusively for Speedway Racing in the Central United States.

Opening took place June 10 and racing is scheduled for every Friday night through the season.

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Stephenson and Morrison win CRRC Endurance Race

By Jeri Tippit

BRYAN, TX, MAY 22-23

The team of Paul "Hogman" Stephenson and Dan Morrison stole the show on a 750 Honda at the Central Road Racing Club (CRRC) Endurance Race Saturday, May 22, at Texas World Speedway (TWS). Stephenson of Dallas and Morrison of Fort Worth took first place in the Cafe class and were followed by Steve Darley and Andy Robbins, Houston boys riding an 850 Moto Guzzi, who took first in the Production class. Wall and Miller (850 M-G) placed second in Production. Bucky Patterson, David Cheek and Henry Brigham, more road racers from Houston, used team effort to cruise in second in the Cafe on a 250 Can-Am.

Team Deviate, composed of John Miick, Marty Bass and Vernon Davis, from Austin, Texas, were holding a top position when David did his submarine imitation and tried to get under the pavement. Davis was not injured however, and the team of Deviates moved up again taking fifth place in the Production class.

The racing weekend continued on Sunday along with the beautiful weather and a multitude of racers turned out once again to zip around the three mile TWS course.

All riders entered in the 250 Production class displayed competitive skills in this first class of the day. David Cheek, who finished first and Bucky Patterson, who finished third, both riding Can-Ams, were disqualified leaving two Yamahas ridden by Gerald Smith from Angleton and James Haeker from Austin in first and second place.

Freddie "Wonder Boy" Spencer from Shreveport, Louisiana, took first place riding a Yamaha in the 410 Production class and again on a Suzuki in 750 Production.

John Minanno had a huge lead in the Open Production on his Triumph, but there was a real battle for second place between Richard Wall riding a Moto Guzzi and Ray Alvarado on a Honda. Wall finished second, but was

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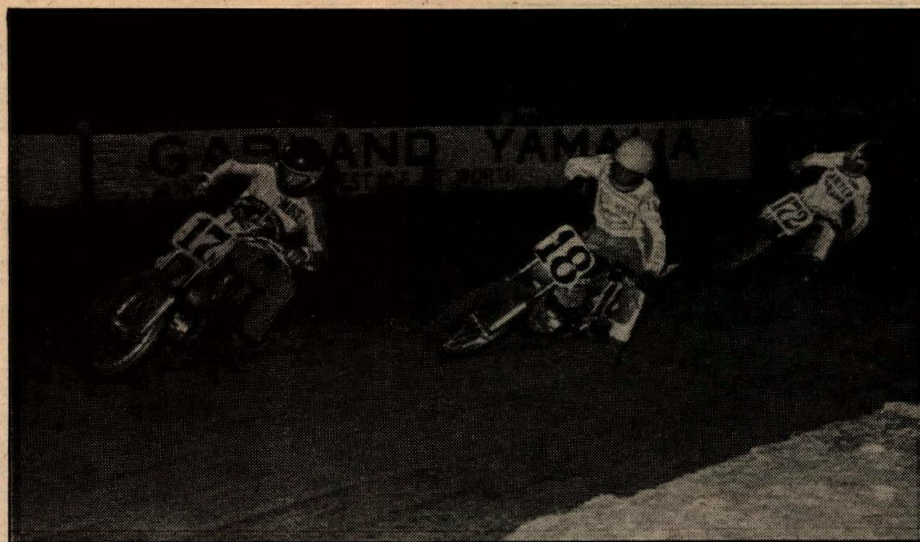
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CENTRAL PIPELINE



(Above) Mike Green (17N), Terry Poovey (18) and Bobby Elliott (172) battle in the Ross Downs 250 Main. Poovey won. (Below) Would you believe they all saved it?



later disqualified and Alvarado was awarded the second place trophy for that event.

Novice riders also made a good showing throughout the entire event. Steve Smith of Houston took second in the 410 Cafe (seventh overall) on a 410 Production Yamaha and Gerry Reimer, also of Houston, was first novice in that race.

Duncan Paul from Arlington, Texas, passed Freddie Spencer in the fourth lap of the 125 Grand Prix and held that position through the fifth lap. Spencer finally managed to fight his way into the lead in the sixth go-round and won. Paul took second place and, after a quick pit stop, jumped back on his Yamaha and lined up for the 200 Grand Prix. He started with a heavy lead on the pack and finished first with David Cheek in second place on a Can-Am.

Out of Beaumont, Texas, Tommy Byers also dueled Freddie Spencer in the 250 Grand Prix. Byers took first from Spencer in a "photo finish" and Hugh Humble pulled a close third. All three racers rode Yamahas.

Byers had a good day with another victory in the Open Grand Prix. He took a quick lead over "Hogman" Stephenson and went home with another first place trophy.

Results in Results Section.

Inch good as mile for Poovey

By Dave Nielsen

FT. WORTH, TX, MAY 6

The Ross Downs Short Track may have to install photo finish

equipment if this keeps up. Tonight's 250cc Feature Main saw the closest finish ever between local pros Mike Green and Terry Poovey, and following 10 laps of lead-swapping at each other end of the 1/4-mile banked oval, Poovey found a hair more drive out of the last turn to nip Green at the line by about the width of his front Goodyear. Besides the two super riders involved, the battle also pitted two rival Bultaco shops' prize machines. Glen Waters of Dallas Bultaco Sales and Les "The Vulture" Stultz of Bultaco Unlimited can both be justly proud of their chargers, with the Poovey-Waters combo winning this time in one of the best races in recent Downs history. Going for third and getting it was Bobby Elliott on a Can-Am special, followed by Ronnie Jones (Yam) and Buck Boren (Yam).

Green may have lost a heartbreaker in the 250, but picked up first place bucks in the Open class on a big Norton, with Trophy Dash winner Buck Boren (Tri) and Danny Cartwright (Yam) trailing. Oklahoma riders swept the 125cc Main, with Scott Adams, Dave Bradley, and Kreg Hunt showing the way. Steve Perdue's Dad went from a near coronary to whoops of joy when Steve dove under and passed Roger Schellenberger in the last two turns of the 100cc Main, with Scott Adams a length back finishing third. David Langley chalked up another 85cc win, as did Bret Rosenberg in the 65cc final, and even the spectators won, with a bunch of good, double throwdown flat trackin' to watch. It's hard to miss when you've got a good track and the best skidders from three states every Friday night.

Results in Results Section.

Strait is the way in Texas

By Nick Castillo

McALLEN, TX, MAY 22

Todd Shampoe (Yam) showed the mini class how it's done by mopping up in the final race of the spring season. Jackie Horner (Yam) placed second with Perry Clark (Hon) in third.

The Super Mini class proved to be a real crowd pleaser. Floyd Robbins and Russel Gage battled throughout the first moto. Robbins took the win only inches ahead of Gage.

In the second round, Gage grabbed the holeshot and held the lead throughout the entire moto giving him first overall. Robbins had to settle for third behind the consistent rides of Joel Stone (Yam).

The hot 100 rider, Rodney Womack (Hon), again smoked the class on his Flying W Honda. Jimmy Capt also on a Flying W was second ahead of Billy Horak (Yam).

Womack followed up his 100 class victory by taking the same machine and dominating the 125 Junior class races. Richard Startz (Hon) put in a great ride to go from last place to fourth in the first moto and followed it up in the second with a second finish for second overall. Jimmy Sandvig (Yam) placed third and Mike McDaniel fourth.

The Open Expert class proved to be the race of the day. With Steve Wise absent the rest of the experts had a real battle for the win. Jimmy Strait brought one of his own prepared Hondas to take first. In a dog-fight for second overall, Nick Castillo (Yam) and Ruben Ramos (Yam) traded the second and third place spots throughout the entire second moto that saw Castillo regain third place on the next to last lap to insure second overall. Ramos settled for third and Larry Hughes (Hon), after a good showing in the first moto, was slowed by a flat tire in the second round, took fourth.

Results in Results Section.

Woodward gets revenge at S.R.A.C. MX

By Linda Donelson

LAKEWOOD, CO, MAY 22

Running qualifiers is one answer for too-large classes at any motocross event. The new S.R.A.C. scoring system only counts the main event, so it got interesting when 28 riders bonzaied out of the gate. In 125 Novice, 49 riders showed up.

Randy Warren (Hon) has really been putting it to them lately, usually winning both his qualifier and main. But this Sunday, Warren had to settle for second overall. Warren won his qualifier walking away, but the main proved a different story. Kent Moore (Suz) jumped out in front early and never let go. Warren was second, with Brian Patrick (Yam) in third.

250 Amateur again saw Mark Woodward (Yam Denver) and Rusty Latimer (Town & Country Suz) rubber-band for position. Kent Hornberger (Town & Country Suz) held the lead, but the fight was for second place. Latimer, with a third in the first

moto, got out of the gate in second to move quickly up behind Hornberger, leaving Woodward back in fourth. Woodward, determined never to settle for that position, on the second lap caught Latimer and pressed him hard for five laps. Remembering his last experience with Latimer, (when Woodward thought he had it made 20 feet from checkered, Latimer's Suzuki streaked by to take the overall) Woodward pushed the Yamaha. The checkered was out. This time, with only the canyon drop and one jump to go, Woodward reached for more ponies and found them, to streak by Latimer and take the second overall. Later, at trophy presentation, Woodward remarked "I got even for the last time he did that to me. I learned my lesson."

Results in Results Section.

Shawn Smith alive and well at Oak Hill MX

By Dave Nielsen

ALVORD, TX, MAY 8

Ever since November of 1975, Shawn Smith has been mending from serious internal injuries suffered in a fall while leading the 125 Experts at Whitney. Today at Oak Hill, almost a year and a half later, the Dallas speedster was back to his old tricks again, going WFO and winning that same class. The loss of a kidney and spleen apparently hasn't affected his flamboyant style or throttle hand.

Mike Hullett was chasing Smith in the first moto, but ended at the top of fourth gear, bounced up, and grinned "Gee, that hurt!" Seeing that Smith (Suz) was unattended in the lead position, Hullett pulled in behind him when he came around, just to keep Shawn from getting bored. The pair put on quite a show while some real racing for second was eventually taken by Kansan Randy Kirschbaum over Sean O'Brien and Mike Brownlee, all on Suzukis.

Randy Tarter of the TES Team looked good for a double win in 250 and Open Expert, but while leading the first Open moto, he got crossed up in the middle of a double jump-dropaway section and tumbled off the downhill. The door then opened for Chris Dublin (Mai) and Dana Wright (Bul), who took 1-2 overall, as Tarter bounced back in the final to collect third. Aboard a Can-Am in the 250 class, Tarter left little doubt, sweeping both races over Okie Jim Thomas (Suz), Randy Kirschbaum (Suz), and Bobby Kyle (Bul).

The day's best trophy race was in Division II of 125 Novice, as the Yamahas of Kyle Hughes and Jessie Wilson moved almost as one in the closing laps of the second moto. Wilson had won the opener, but Hughes held him off to the checkers for a 2-1 first overall. Mini ace Darin Eames, 11, took second in the first heat of 125 Novice Division I, but something broke in the final. Not bad for first time on a 125. Incidentally, it was a 125 engine in an RM100 bike, ideal for a shorter rider.

In Junior Mini, the class honors went to Larry McClish (Yam) over RM80-powered Leonard Dodson, while in Senior Mini, it was all Craig Riddle on an RM80 equipped with a Husqvarna swingarm off one of Dad's old bikes.

Results in Results Section.



PHOTO BY DAVE NIELSEN

Mike Hullett crashed, played with 125 Expert winner Shawn Smith (39).

Sargent, Mecham and Greenway UMA's Pro Champions

By Roger Glazier

SALT LAKE CITY, UT, MAY 7-8

John Greenway (Mon) dominated the Open Pro class in UMA Motocross Championship action at Moto Qua State Park in Utah. The championship title and a \$1000 purse attracted riders from throughout the west.

Saturday's action included the minis through the open class with Sunday reserved for pro races.

In the 125 Junior class Ivan Kaumans put it to all the other riders with an easy victory.

The track dried out from the racing the day before and the action on Sunday was dusty and fast. In the 125 Pro race Stan Wynhoff grabbed the lead which was short lived as Copier and Randy Sargent took over the top two places. At the finish of moto one Copier had the win with Sargent second.

In the second 125 round Copier couldn't make the start line because of illness, which left the battle for the title and cash to Sargent and the others. Wynhoff again led off the racing with a holeshot. Sargent and Letchenburg (who ran the second moto with a new engine in his YZ) roosted past to take the lead. While riding a hard third Wynhoff got off and left Greg Madsen and Mike O'Driscoll into the third and fourth positions. The moto finished in that order with Sargent the overall winner and second and third place going to Letchenburg and David Wood.

In the 250 Pro class David Mecham scored the overall victory while David Wood and David Bohlm cashed in with second and third spot money.

The start of the Open Pro race saw the red Maico of Don Gibbs grab the lead but four-stroke Honda rider Pete Watson got by for the lead. Watson put on a good show until he crashed and handed first over to Randy Evans with John Greenway close behind in second. Before the race ended Greenway slipped by Evans for the victory.

In the final Open race Greenway screamed off the line and held a determined lead throughout the entire race. Evans finished second and Gibbs was in for third.

Results in Results Section.

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RESULTS



D-37 T.T. Scrambles Riders M.C. Elsinore Rcw. **Calif.** May 22, 1977 By Andi Gangewar

MINI NOV EX	Yam
Jim Livingston	Yam
Darren Hulbert	Yam
Ken McIntire	—
125 NOV	—
Garth Beavers	Yam
Curtis Jones	Hon
Ken McIntire	Yam
125 AM/EX	—
Jay Bales	Yam
Steve Karsten	Yam
Steve Polson	Yam
250 NOV	—
Scott Polson	Yam
Ben Meyer	Yam
Greg Sargent	Yam
250 AM	—
Mark Cain	Suz
Joe Steffen	Yam
Dylan Neihart	Yam
250 EX	—
Jeff Springman	Yam
Danny Perkins	Yam
Larry Bird	Mon

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Stan Kemp	Hon
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Mike Montgomery	Yam
Vince Landry	Yam
David Reinhardt	—
350-500 OPEN EX	—
Don Grigsby	Yam
Rex Hailey	Yam
Steve Loomis	Yam

AMA Qualifier Millsap Hillclimb Millsap, Tex. May 22, 1977 By Diane Polley

MINI MINI	Suz
Jim Hopkins	Yam
Troy Delamor	Yam
Jackie Almond	Yam
MINI	—
David Chandler	Hon
David Almond	Yam
Duffy Douglas Jr	Yam
POWDER PUFF	—
Marie West	Bul
Jackie Almond	Yam
Glenda Carder	Bul
125 ENDURO	—
Ronny Dahl	Sac
Ronald Meeks	Suz
Riley Christain	Hon
250 ENDURO	—
Tom Anderson	Suz
Russell Meeks	Yam
Mike Polley	Suz
OPEN STREET	—
Thurman West	Yam
Bobby Dahl	Hon
Harold Adamson	Yam
100	—
Troy Bullock	Kaw
David Chandler	Hon
Steve Hopkins	Kaw
125	—
Tracy Davidson	Yam
Mike Polley	Yam
Bart Spears	Hon
200	—
John Blanton	Bul
Cleve Martin	Bul
Sunny Holmes	Bul
250	—
Will Alford	Bul
Steve Hopkins	Hon
Duffy Douglas	Yam
370	—
Gary Chandler	Hus
Will Alford	Bul
Bob Hopkins	Kaw
500	—
Henry Polley	Yam
Duffy Douglas	Yam
Tom Anderson	Yam
750	—
Henry Polley	Tri
Tom Hairston	Tri
OPEN	—
Gary Chandler	Hon
Tom Hairston	Tri
EXHIBITION	—
Will Alford	Bul
Henry Polley	Tri
Gary Chandler	Hus

White Rock National MX Sacramento OHV Pk Sacramento, Calif. May 29&30, 1977 By Sallee Hilton

MINI EX	Yam
Mike Holmes	Yam
Curt McCoy	Yam
Cory Cantaloupi	Yam
MINI INT	—
James Dickman	Yam
Mike Stirling	Yam
Loren Turner	Kaw
MINI NOV 80cc	—
Craig Hackett	Yam
Darin Sheridan	Yam
Kenny Roberts	Yam
MINI NOV 60cc	—
CHUCK Kalinowski	Hon
Steve McCrary	Hon
100 EX	—
Jimmy Robertson	Suz
Joe Rezendes	Suz
100 INT	—
Scott Stanley	Yam
Mark Shumate	—
Craig Carozzo	Suz
100 NOV	—
Bill Ferry	Suz
Mike Mulcahey	—
Danny Hamilton	Suz
WOMENS DIV	—
Joyce Ford	Hon
Jan Wheeler	Yam
OLD TIMER NOV	—
Fred Parsen	Suz
Rod Mallow	KTM
Bob Akers	Yam
VETS NOV	—
Merrill Rempfer	KTM
Bill Wellman	Yam
Earl Rempfer	KTM

VETS INT	Yam
Steve Machado	KTM
Al Baumann	Yam
Gary Arnold Sr	—
125 INT DIV I	—
Mark Fortin	Suz
Randy Pockrandt	Suz
David Wetherbee	Suz
125 INT DIV II	—
John Dossey	Suz
Marvin Woods	Yam
Kendall Powers	Yam
125 NOV DIV I	—
Robert Stinnett	Suz
Curt Crosbie	Yam
Scott Reback	Yam
125 NOV DIV II	—
Doug McRae	Hon
Steve Alarcon	Yam
Dion Knepper	Yam
125 nov div iii	—
Bill Fernandez	Hon
Tom Breault	Hus
Johnny Smith	Yam 1/2
125 NOV DIV IV	—
Drew Niemen	Yam
Chris Raza	Hon
Pete Langley	Suz
250 INT DIV I	—
Kent Woods	Suz
Will Akers	Yam
Steve Vogel	Yam
250 INT DIV II	—
Bill O'Donnell	Mai
Darrell Burt	KTM
Steve King	Yam
250 NOV DIV I	—
Greg Arnold	Yam
Ron Limpic	Mai
Ed Baker	Suz
250 NOV DIV II	—
Dennis Canevari	Mai
James Tuccori	KTM
Gary Pierson	KTM
250 NOV DIV III	—
Ricky Rogers	KTM
Dave Schneider	Yam
Pat Haskins	—
OPEN INT	—
Lance Beauchamp	Hus
David Tanis	Suz
George Lowery	Mai
OPEN NOV	—
Steve Alarcon	Yam
Doug Swarthout	Suz
Jim Williams	Yam
125 PRO	—
Pat Richter	KTM
Dan Turner	Fra
Phil Crane	Suz
250 PRO	—
Mike Bell	Yam
Gary Ogden	FMF
Dennis Brand	Suz
OPEN PRO	—
Mike Bell	Yam
Pat Richter	Yam
Parry Klassen	Yam

S.T. Monterey Fairgrounds Monterey, Calif. May 21, 1977 By Burt Dinner

PEE WEE	Ind
Mike Ramirez	—
60 MOD NOV	—
Tadd Babcock	Yam
80 STK NOV	—
Glenn Keema	Yam
Laroy Deleon	Suz
James Pettit	Yam
60 MOD JR	—
Stephen Mayfield	Yam
80 MOD JR	—
P.J. Sanche	Yam
Steve Mason	Yam
Mike Stewart	Yam
80 MOD NOV	—
Robin Mast	Yam
80 MOD EX	—
Greg Brewer	Yam
Bruce Johnson	Suz
100 MINI/JR	—
Roger Hazen	Yam
Jeff Nichols	Yam
100 MINI EX	—
Ronald Murphy	Yam
Jack Barton	Yam
100 NOV	—
Rod Cahoon	Yam
Richard Smith	Yam
125 NOV	—
Ron Mayfield	Yam
Kirk Brewer	Yam
125	—
Richard Matuszek	Suz
Kevin Hugill	Kaw
200 NOV	—
Keith Pemberton	C-A
250 NOV	—
Don Martin	Bul
Dell Goodnight	Yam
Dave Hufford	Yam
250 JR	—
David Rosa	Yam
John Welch	C-A
Paul Iwanaga	Yam
250 EX	—
Steve Adkins	Yam
Keith Day	Kaw
Randy Bereman	Bul
360 NOV	—
Jack Kline	Yam
Doug Obrien	Hon

360 JR	Bul
Matt Crowley	—
360 EX	—
Benny King	Yam
Curt Brooks	Bul
500 NOV	—
Allen Searson	Yam
Bruce Yeaton	Yam
500 JR	—
John Mason	Yam
David Helwig	Yam
500 EX	—
Curt Brooks	Yam
Frank Nye	Yam

Salinas Airport Quarter Mile Salinas, Calif. May 22, 1977 By Burt Dinner

100 NOV	—
Richard Smith	Yam
Rod Cahoon	Yam
125 NOV	—
Kirk Brewer	Yam
Billy Gonzales	Bul
125 JR	—
David Rosa	Yam
Jim Filice	Suz
200 NOV	—
Keith Pemberton	C-A
Robert Lopes	Yam
250 NOV	—
Robert Silva	Yam
David Hufford	Yam
Tom Santord	Suz
250 JR	—
Jim Filice	Yam
David Rosa	Yam
Kevin Hogill	Yam
250 EX	—
Brian Thompson	Yam
Keith Day	Kaw
Rocky Robinson	Yam
360 NOV	—
Jack Kline	Yam
Doug Obrien	Hon
360 JR	—
Matt Crowley	Bul
Tommy San Paolo	Yam
360 EX	—
Steve Grier	Bul
Keith Day	Yam
Curt Brooks	Bul
500 NOV	—
Rod McCollough	Yam
Brad Goforth	Yam
500 JR	—
John Mason	Yam
Jeff Buckner	Yam
500 EX	—
Clay Chambers	Yam
Curt Brooks	Yam
STANDINS HIGH	—
POINT TROPHY	—
Jim Filice	17pts
Matt Pemberton	16pts
John Mason	13pts
Jeff Haney	12pts
David Rosa	12pts
Ken Netto	12pts
PEE WEE	—
Danny Cahoon	Ind
60 MOD JR	—
Kelley Fischer	Yam
80 STK NOV	—
Laroy Deleon	Yam
Ricky Cremona	Yam
Jeff Parker	Yam
80 MOD NOV	—
Robin Mast	Yam
Danny Moore	Yam
80 MOD JR	—
Mike Stewart	Yam
Eric Green	Yam
Todd Beecher	Yam
80 MOD EX	—
Bruce Johnson	Suz
Adam Souza	Yam
100 MINI JR	—
Vance Sherfield	Yam
David Drew	3/4 Suz
100 MINI EX	—
Bruce Johnson	Suz
Ronnie Murphy	Yam

CRRC RR Bryan, Tex. May 21-22, 1977 By Jerri Tippit

ENDURANCE RACE	—
CAFE	—
P. Stephenson/	—
D. Morrison	Hon
P. Patterson/	—
D. Cheek/	—
H. Brigham	C-A
A.C. Humble/	—
G. Garnier	Kaw
J. McKay/	—
K. Schaffer	Yam
PRODUCTION	—
S. Darley/	—
A. Robins	M-G
R. Wall/	—
L. Miller	M-G
G. Grossman/	—
T. McGuire	Yam
D. Beardin/	—
S. Hipp/	—
S. Spencer	Yam
J. Micik/	—
M. Bass/	—
V. Davis	Hon

J. Cherry/	—
R. Johnson/	—
D. Jorgenson	Hon
S. Smith/	—
G. Smith/	—
E. Smith/	—
Henderson	Yam
N. Nelson 1/2	—
D. Paul/	—
D. Franklin	Yam
A. Jennings/	—
L. Linden	Yam
J. Dugger/	—
R. Dugger	Yam
C. Mobley/	—
B. Mobley	Hon
250 PROD	—
Gerald Smith	Yam
James Hacker	Yam
Michael D. Reilly	C-A
410 PROD	—
Freddie Spencer	Yam
Tim McGuire	Yam
Dave Cook	Yam
750 PROD	—
Freddie Spencer	Suz
Jon Minonno	Tri
Don Morrison	Suz
OPEN PROD	—
Jon Minonno	Tri
Ray Alvarado	Hon
Gerald Smith	Suz
250 CAFE	—
Donald Childs	Yam
David Cheek	C-A
Bucky Patterson	C-A
410 CAFE	—
Freddie Spencer	Yam
Paul Stephenson	Hon
M.H. Ward	Yam
650 CAFE	—
Andy Robbins	Hon
Blair Loberg	Hon
Ted Inlow	Kaw
750 CAFE	—
Dan Morrison	Suz
Richard Smith	Kaw
Val McLean	Hon
OPEN CAFE	—
Paul Stephenson	Hon
Richard Wall	M-G
Kevin Stasney	Hon
FORMULA 4 1/2	—
Freddie Spencer	Hon
Duncan Paul	Yam
Tommy Shields	Yam
FORMULA 4	—
Duncan Paul	Yam
David Cheek	C-A
Bucky Patterson	C-A
FORMULA 3	—
Tommy Byers	Yam
Freddie Spencer	Yam
Hugh Humble	Yam
FORMULA 2	—
Benny DelMonico	Yam
Steve Darley	Yam
David Green	Yam
FORMULA 1	—
Tommy Byars	Yam
Paul Stephenson	Hon
Chris Christen	Yam

A.M.E. High Sierra MX May 29, 1977 Bishop, CA By Lee Taylor

100 BEG	—
Bruce Thompson	Suz
125 BEG	—
Brett Aneckel	Suz
R. Thomas Walker	Hon
Buddy Brittan	Suz
250 BEG	—
Ralph Vargus	Suz
Gary Dean	Yam
500 BEG	—
Dave Thornberry	Yam
Clifford Mann	Mai
Mike Broaker	Suz
MINI JR	—
Allen Hopper	Suz
Pat Galan	Yam
Jeff Black	Suz
100 JR	—
Joe Romp	Suz
Stephen Cobbett	Suz
Tye Raviaga	Yam
125 JR DIV 1	—
Craig McConnack	Suz
Darren Shotwell	Yam
Tom Tate	Suz
125 JR DIV 2	—
Carry Crickette	Suz
Jay Graber	Yam
Mike Gary	Yam
250 JR	—
Don Rager	Hon
Brian Chereskff	Suz
K. McLaughlin	Yam
500 JR	—
Greg Winkel	Yam
Scott Walker	Yam
Tom Vetter	KTM
125 INT	—
Kirk Sturgeon	Suz
David Strong	Suz
Duffy Phelps	Suz
250 INT	—
Robby Corner	Yam
Shawn Hybarger	Yam
Eddie Telles	Yam
500 INT	—
Ken Willis	Suz
Richard Martinell	Mai
Randy Silicato	Suz

MINI EX	Suz
Lloyd Thomas	—
100 EX	—
Jim Crowder	Suz
Mike Nance	Suz
125 PRO	—
Bob Kline	FMF
Wes Norton	Suz
Danny Thompson	—
250 PRO	—
Sherman Schneller	Suz
Eddie Cole	Yam
Hal Straus	Mai
500 PRO	—
Monte McCoy	KTM
Don Hansen	Yam
Jeff Loft	Suz
VET	—



CRC MX

**De Anza Park
Sunnyvale, Calif.
May 22, 1977
By Ron Lawson**

MINI BEG	
Eddie Michetti	Yam
Tim Higginson	Yam
Bob Pocius	Yam
MINI NOV	
Joe Morris	Yam
Pete Hollack	Suz
Joe Stroud	Yam
MINI INT	
Ricky Jackson	Suz
Tom Maxstadt	Yam
MINI EX	
Tod Gibboney	Suz
Mark Maxstadt	—
100 BEG	
Jeff Camarigg	Suz
Brian Delre	Suz
125 BEG	
David Stewart	Yam
Mike Mobley	Yam
Chris Winter	Suz
125 NOV	
Jeff Clark	Suz
Kwily McQuire	Suz
Mike Price	Suz
125 INT	
Tom Halverson	Suz
Bill Petras	Suz
Kavin Bowden	Hon
250 BEG	
Kevin Karos	CZ
Tom Walker	Suz
Andy Sandoval	Hon
250 NOV	
Pete Peterson	KTM
Brian Hoffman	Suz
Randy Douglas	Yam
250 INT	
Dave Ohl	Suz
Walt Olson	Mai
Mark Dettler	Suz
250 EX	
Scott Smith	Oss
Chris Burgeson	Suz
Greg Stone	Yam
OPEN BEG	
Elmer Woolard	Suz
Jim Cunningham	Suz
John Flynn	Suz
OPEN NOV	
Eric Swan	Yam
Paul Vaccarello	Yam
George Luttig	Wor
OPEN INT	
Karl Wilson	Suz
Don Ruth	Mai
OPEN EX	
Tom Taylor	Yam
David Hopkins	Hus
Rick Sanford	KTM
JR VETS	
Asker Larnkjaer	Suz
Joe Pena	CZ
Joel Daniels	Yam
SR VETS	
Joe D. Price	Yam
Garry Wilt	Yam
Steve Loftin	Suz

**A.M.E. Youth Division
Summer Series —
Sprockets
Bakersfield, CA
May 29, 1977
By Judy Greenberg**

PEE WEE BEG	
Jim Malott	Ind
Erik Herrera	Ind
0-83cc BEG 6-8 YRS.	
Eddie Hicks	Suz
Gary Szilagyi	Suz
Walt Armendariz	Suz
0-83 BEG, 9-11 YRS.	
Earl Detrick	Yam
Rich Malott	Yam
Don Holder, Jr.	Yam
0-83cc BEG 12 & OVER	
Gary Reichenbach	Yam
Fred Heldberg	Suz
Nick Hop	Yam
PEE WEE MOD	
Cookie Bajczy	Itj
R. Swearingen	MV
JR CYCLE JRS 6-8 YRS.	
Larry Turner	Itj
Buddy Dumo	Itj
Josh Price	Hon
JR C YCLE JRS 9-11 YRS.	
Brian Eckess	Hon
Mike Clark	Ind
Don Feeley	Itj
0-83cc JRS 12 & OVER	
Jim Papp	Suz
Andy Meszaros	Yam
Mark Clark	Yam
100cc JRS	
Jim Papp	Suz
Jeff Prieur	Yam
Steve Wilham	Yam
JR CYCLE INT	
Eddie Hicks	Hon
Gary Szilagyi	Hon
Frankie Armendariz	Hon
0-83cc INT	
Eddie Williams	Suz
Jeff Stanford	Yam
Rod Stiles	Yam
100cc INT	
Ricky Pearce	Suz
Bill Divison Jr.	Yam
0-83cc EX	

Erik Kehoe	Yam
Tim Smith	Yam
George Curnutt	Yam
A.M.E. MX	
125cc BEG	
Tim Annear	Yam
Randy Bauer	Suz
125cc JRS	
Doug McNeely	Suz
Mike Wiggins	Suz
Danny Lopez	Suz
125 INT	
Rick Entle	Suz
250cc OPEN	
Mike Lopez	Suz
Frank Fernandez	Yam

**AFM Road Race
605 Speedway
Irwindale, Calif.
May 29, 1977
By Jim Lester**

LIGHTWEIGHT SEMI	
Gordon Seim	C-A
David James	Hon
Mike Fleming	Yam
MIDDLEWEIGHT SEMI	
Ed Toomey	Yam
Brent Ross	Yam
Gordon Seim	C-A
HWGHT PROD SEMI	
George Roche	Kaw
Pat Eagan	BSA
John Glover	Nor
HWGHT GP SEMI	
George Roche	Kaw
John Glover	Nor
Pat Eagan	BSA
TROPHY DASH	
Pat Eagan	BSA
John Glover	Nor
George Roche	Kaw
LIGHTWEIGHT FINAL	
Gordon Seim	C-A
David James	Hon
Mike Fleming	Yam
MIDDLEWEIGHT FINAL	
Gordon Seim	C-A
Brent Ross	Yam
Ed Toomey	Yam
HWGHT PROD FINAL	
George Roche	Kaw
John Glover	Nor
Pat Eagan	BSA
HWGHT GP FINAL	
Rudy Galindo	Yam
George Roche	Kaw
John Glover	Nor
SIDECAR FINAL	
Gallagher/Anderson	Yam
Van Orsdale/Thomas	Hon

**CRC Motocross
Indian Dunes
Valencia, Calif.
May 29, 1977**

MINI BEG	
Willy Wright	Yam
John Laycock	Suz
Steve Taylor	Yam
MINI NOV	
Shawn Lane	Yam
MINI INT	
Tony Barbacovi	Yam
MINI EX	
Don Best Jr	Yam
100 BEG	
John Langhammer	Yam
Quinton Smith	Hon
100 NOV	
Randy York	Yam
100 INT	
Scott Phelps	Yam
125 BEG	
Troy Smith	Suz
Paul Kundrat	Suz
David Stewart	Yam
125 BEG - 16	
Tim Wilborn	Suz
Robert Faiola	Suz
Reed Prosser	Hon
125 NOV	
Chris Bercaw	Suz
Mark Larnkjaer	Suz
Rod Richardson	Suz
125 INT	
John O'Mara	Suz
Mark Abler	Suz
Tommy Luera	—
125 EX	
Mark Lawrence	Yam
Tim Locey	Yam
Gary Scheidler	Yam
250 BEG	
Steve Huth	Oss
Chris Guerrero	KTM
Dave Bastian	Suz
250 NOV	
Larry Wilkerson	Oss
Billy Brown	Yam
Mark Parkerson	Suz
250 INT	
Walt Olson	Mai
Jamie Einbund	Yam
Don Bizz	Suz
250 EX	
Steve Roark	KTM
Don Dixon	Suz
J.J. Hudson	Suz
OPEN BEG	
Jeff Hurt	Yam
Mark Martin	KTM
Marvin Willis	Kaw
OPEN NOV	
Steve Mainini	Yam
Wayne MacNeil	Suz
Louis Springer	Suz
OPEN INT	

Pat Page	Mai
Brad McLeod	Bul
Dan Guin	Bul
OPEN EX	
Mark White	Hus
Steve Rawson	Yam
Skeet Wyman	Mai
VETS JR	
Asker Larnkjaer	Suz
INT VETS	
Dan Moore	Suz
SR VETS	
Joseph Brown	Yam
John Wilson Sr.	Yam
Joe Price	Yam
WOMENS DIV	
Chelle Blythe	Hon
Pauline Pitt	Suz

**Startup M/C Pk
Startup, Wash.
May 22, 1977
By Esther McAllister**

OPEN PRO	
Pat Jacobson	Suz
Ed Theriault	Yam
Greg Demuth	Bul
250 PRO	
Brian Finch	Yam
Kevin Veatch	Mai
Jay McCaffery	Hus
125 PRO	
Pat Jacobson	Suz
Duke Coleman	Suz
Dale Barker	Yam
OPEN B	
Brian Doyle	Suz
Tony Miller	Suz
John Noble	Hus
OPEN C	
Tim Barker	Suz
Ted Johnson	Suz
Bob Jones	Mai
250 B	
Rod Casper	Suz
Jeff Birkestol	Yam
Jim Almond	Oss
250 C	
Mike Mohrbacher	HUs
Tim Stock	Mai
Jeff Cashman	Oss
125 B	
Doug Smith	Suz
Len Saunders	Yam
Don Knobloch	Yam
125 C	
Martin Kloop	Yam
Ed Bakker	Hon
Rick Bruce	Yam
100 B	
Jayme Nickle	Hon
Kevin Parker	Suz
Mark Barber	Suz
100 C	
Tod Douglass	Kaw
Gary Watson	Suz
Loren Henrikson	Yam
MINI B	
Scott Koch	Suz
Ron Miller	Su
Keith Wickard	Yam

**A.M.E. Night MX
Indian Dunes
Valencia, Calif.
May 27, 1977
By Lee Taylor**

100 BEG	
Mike Haigh	Suz
125 BEG	
Gene Rubino	Suz
Todd Rhoads	Yam
Mark Fitzgerald	Suz
250 BEG	
Joe Waller	Suz
Mark Marino	Suz
Bill Jackson	Bul
500 BEG	
Steve Nolind	RM
Bob Plank	Mai
MINI JR	
Mark Plotkin	Suz
Nick Larson	Yam
Pat Galan	Yam
100 JR	
Bill Mitchell	Suz
Randy Pretzer	Suz
Robin Busse	Yam
125 JR DIV I	
Chris Bercaw	Suz
Les Toffel	Yam
Brian Gardner	Suz
125 JR DIV II	
Tom Tate	Suz
Jim Stewart	Hon
Dan Kunnen	Suz
250 JR	
Rod Robertson	Yam
Mark Parkerson	Suz
Jeff Meyer	Suz
500 JR	
Alan Root	Mai
Pete Penland	Mai
Charlie Strong	JD
MINI INT	
Todd Broussard	Yam
Patrick McConnell	Yam
Jim Boyd	Suz
125 INT	
John O'Mara	Suz
Scott Morgan	DG
Greg Boren	Hon
250 INT	
Jamie Einbund	Yam
Don Bizz	Yam
Mike Gosselaar	Suz
500 INT	

Jim Decker	Yam
Ned Bassotti	Mai
MINI EX	
Erik Kehoe	Yam
Darrel Francis	Yam
Randy Hardin	Yam
100 EX	
Jim Crowder	Suz
125 PRO	
Eddie Cole	Yam
Tim Locey	Yam
Jerry Shore	Hon
250 PRO	
Willy Simons	Yam
Eddie Cole	Yam
Don Dixon	Suz
500 PRO	
Steve Rawson	Yam
Jerry Asher	Yam
John Vandergeest	Yam
WOMENS DIV	
Scheri Seekins	Suz
VETS	
G. Phillips	CZ
Joe Brown	Yam
K. Phillips	Puc

**A.M.E. Youth Div
Indian Dunes
Valencia, Calif.
May 27, 1977
By Judy Greenberg**

PEE WEE BEG	
Justin Souza	Itj
Erick Herrera	Ind
Jim Malott	Ind
JR CYC BEG	
Sean Gilbert	Hon
George Richardson	Hon
Moose Galan	Hon
0-83cc BEG 6-8 YR OLD	
Gary Szilagyi	Suz
Jim Ford	Yam
Walt Armendariz	Suz
0-83cc BEG 9-11 YRS	
Ty Maddux	Suz
Mike Riley	Yam
Tony Nagy	Yam
0-83cc BEG 12 & OVER	
Kevin Brewis	Yam
Dan Marz	Suz
Mark Zehasky	Yam
PEE WEE MOD	
Raymond Swearingen	MV
Cookie Bajczy	Itj
JR CYC JR	
Jake Devane	Hon
Brian Eckess	Hon
Steven Clinger	Itj
0-83cc JR TO 11 YRS	
Bruce Tabor	Suz
Paul Smith	Yam
Eddie Hicks	Suz
0-83cc JRS 12 & OVER	
Jack Greenberg	Yam
David Barberio	Suz
Eddie Green	Yam
JR CYC INT	
Eddie Hicks	Hon
Frankie Armendariz	Hon
Gary Szilagyi	Hon
0-83cc INT	
Mike Mercer	Yam
Rod Stiles	Yam

**UMA Motocross
Championship
Moto Qua State Pk
Salt Lake City, UT
May 7-8
By Roger Glazier**

125 JR DIV A	
Ivan Kaumans	
Randy Shepperd	
Doug Ulibarri	
125 JR DIV B	
Doug Smith	
Chuck Lodder	
Kevin Jones	
125 INT	
Randy Wynhoff	
Steve Holberg	
Randy Thomas	
125 EX	
Randy Yates	
Bob Powell	
Kelly Dickerman	
250 JR	
Mark Boyce	
Kim Jensen	
Randy Gehrke	
250 INT	
Robert May	
Kim Leydsman	
Dave Pnnett	
125 PRO	
Randy Sargent	
Dan Letchenberg	
David Wood	
250 PRO	
Dave Mecham	
David Wood	
500 PRO	
John Greenway	
Randy Evans	
Don Gibbs	
250 EX	
Pete Watson	
Rick Sheets	
Scott Gerber	
500 JR	
Dennis Lucero	
Art Hayes	
Steve Green	
500 INT	
Artie Powell	
Greg Kunkel	

Wes Brokey	
500 EX	
Randy Evans	
Ron Schafter	
Mark Jones	

**AFM RR
Ontario Mtr. Spdwy.
Ontario, Calif.
June 5, 1977**

UNOFFICIAL	
50 GP	
Jim Ahrens	KRe
Jewel Hendricks	Kre
Bob Nolan	Rhi
100 GP	
MikeMcAvoy	Kaw
125 GP	
Mark Homchick	Yam
Denny Berg	Yam
M. Matsuzawa	Hon
200 GP	
David Phelps	Yam
Terry Nelson	Hon
250 GP	
MikeBaeder	Yam
Harry Klinzmann	Yam
David Emde	Yam
500 GP	
Keith Code	Yam
Cook Nelson	Suz
Eddie Lawson	Yam
OPEN GP	
Harry Klinzmann	Yam
Rudy Galindo	Yam
Paul Ritter	Duc
SIDECARS	
Coleman/Andrews	Suz
Lougee/Hough	Kaw
Marx/Parkingson	Suz
125 PROD	
Allen Sherbal	Yam
Virginia Aldrich	Yam
Bill Mullins	Yam
200 PROD	
Leroy Gerke	C-A
Gordon Seim	C-A
John Chermak	Yam
250 PROD	
Gordon Seim	C-A
John Chermak	Yam
Michael Fleming	—
410 PROD	
Alan Gingerelli	Yam
Scott Clough	Yam
Maurice Fuller	Yam
550 PROD	
Mike Doyle	Hon
Michael Sachs	Hon
David Norton	Yam
750 PROD	
Paul Ritter	Duc
Wyman Winn	Suz
Paul Williams	Tri
OPEN PROD	
Pat Eagan	BSA
Vance Breeze	M-G
Leroy Gerke	M-G
OPEN BOX STK	
Chuck Parme	Kaw
Bill Addington	M-G
650 BOX STK	
Ken Farmer	Suz
David Cannon	Yam
410 BOX STK	
Robert Lugliant	Yam
Jari Ristola	Ya
Hugh Miller	Yam
OPEN SUPERSTREET	
Reg Pridmore	Kaw
Pat Eagan	BSA
Vance Breeze	M-G
600 SUPERSTREET	
John Ulrich	Hon
Steve Schrader	Hon
Hugh Miller	Yam

**ST & Half Mile
Corona Rcw.
Corona, Calif.
May 25, 1977
By Elaine Jones**

SHORT TRACK	
MINI	
Curtis Cannon	Yam
Jimmy Rosa	Yam
Rob Hessay	Yam
125ccNOV	
Mike Redding	Yam
Rodney Rainey	Hon
Roy Neveau	Bul
125cc AM/EX	
Todd Brown	Yam
Chris Cannon	Yam
Steve Karsten	Yam
250cc NOV	
Jim Mitchell	Bul
Pat Stewart	CZ
250cc EX	
Rob Selvy	Yam
Lee Hales	C-A
Terry Singleton	Coo
OPEN COMB	
Dave Peters	Tri
Joel Windham	Yam
Dave Skirvin	Yam
MONEY	
Danny Perkins	Yam
Terry Singleton	Coo
Dylan Neihart	Yam
HALF MILE	
MINI	
Jimmy Rosa	Yam
Rob Hessay	Yam
Curtis Cannon	Yam

125cc NOV	
Mike Redding	Yam
Rodney Rainey	Hon
Janet Grisham	Kaw
125cc AM/EX	
Todd Brown	Yam
Chris Cannon	Yam
Steve Karsten	Yam
250cc NOV	
Pat Stewart	CZ
Jim Mitchell	Bul
Mike Gannan	Yam
250cc EX	
Lee Hales	C-A
Rob Selvy	Yam
Terry Singleton	Coo
OPEN NOV	
Joel Windham	Yam
Pat Stewart	Yam
OPEN AM/EX	
Steve Fortune	Yam
Dave Skirvin	Yam
Dave Peters	Tri
MONEY	
Wayne Rainey	Yam
Danny Perkins	Yam
Steve Fortune	Yam

**Saturday MX
Saddleback Park
Orange, Calif.
May 28, 1977
By Danny Raymond**

250 PRO	
Mike Bell	Yam
Jim Gibson	Bas
Tim Lunde	Yam
125 PRO	
Warren Reid	Hon
Brett Meyer	Yam
MikeTrips	Yam
500 PRO	
T. J. Warren	Mon
Scott Miller	Mai
Greg Blackwell	Suz
250 JR	
Thomas Martint	Hon
David Wilton	Yam
Alan Painter	Suz
OPEN JR	
Ken Feulner	Mai
Robert Orr	Yam
Robert Brauer	Suz
125 BEG	
Larry Haupt	Suz
Mike Mobley	Yam
Matthew Alloy	Yam
MINI BEG	
John Reidder	Suz
Mike Healey	Suz
Warren Wolfe	Hon
MINI INT	
Ross Klatt	Yam
Tommy Basaker	Suz
Cletus O'Brien	Suz
100 BEG	
Jeff Moeller	LT
100 INT	
Bret LaFond	CRC
David Hughes	Suz
Bob Gardner	Yam
100 EX	
Mike Auer	Hon
Jeff Hewitt	Suz
250 BEG	
Tim Merriam	Yam
Rick Metcalfe	RPM
Paul Martinet	Hon
OPEN BEG	
Frank Browne	Mai
Greg Spendlouie	Suz
Jeff Ortbeg	Mai
125 INT	
Bret Catcott	Suz
Jon Hewitt	Suz
Rick Maki	Suz
125 JR	
Gary Jhaidez	FW
Mike Toycen	Hon
Al metzger	Yam
OPEN INT	
Norm Bigelow	Suz
Gary Peterson	Suz
Dan Fowler	Hus
250 INT	
Jim Tarantino	Suz
Greg Panter	Suz
Danny Dilkev	Yam

RESULTS



OPEN EX
Chris Dublin
Dana Wright
Randall Tarter
MINI INT
Craig Riddle
Steve Pete
Bart King
100
Skipper Franks
Gary Bradshaw
Brent Fletcher
125 NOV DIV II
Klye Hughes
Jessie Wilson
Eric Eames
125 INT
Jackie Wills
Jim Goins
Jesse Wheat
250 INT
Mike Tarter
Joe Clifton
Joe Carolan
OPEN INT
Kirk Spencer
Willie Turlington
John Demchuch

Smooth Scrambles
Pioneer Arena
Oakdale, Calif.
May 22, 1977
By Ann Carr

MINIS
80 NOV
Charles Pettit
Shawn Black
80 JR
Earl Carlson
80 EX
Tracy Hays
Doug Chandler
Chris Carr
100 JR/EX
Doug Chandler
Todd Winkler

MAXIS
125-200 NOV
Fred Merkel
Randy Glaze
125 JR
Steve Orozco
Dean Coca
250 NOV/JR
Brad Summers
Richard Richichi
Randy McGee
250 EX
Mitch Davidson
Ken Netto
Dwayne Ellis
360 NOV
Guy Mullins
Pat Krznarich
500 EX
Dallas Davis
Emory Gray
Dennis Spence
OPEN NOV/JR
Dan Laine
James Wright
Steve Clark
OPEN EX
John Tavis
Elmer Gantry

M.M.C. MX
McAllen, Tex.
May 22, 1977
By Nick Castillo

MINI
Todd Shampoe
Jackie Horner
Perry Clark
SUPER MINI
Russell Gage
Joel Stone
Floyd Robbins
100
Rodney Womack
Jimmy Capt
Billy Horak
125 JR
Rodney Womack
Richard Startz
Jimmy Sandvig
125 INT
Herbert Anaya
Jeff Gage
Jody Paslay
250-OPEN JR
Herbert Anaya
Mike McDaniel
Gary Newton
OPEN EX
Jimmy Strait
Nick Castillo
Ruben Ramos

CMC MX
Washougal, Wash.
May 29, 1977
By Action OZ

MINI JR
Dallas Johnson
David Hilton
Steve Anderson
MINI INT
Bruce Clark
100 JR
Jerry Black
Jerry Anderson
Ed Mewsec

125 JR DIV A
Eric Linde
Alan Mazour
Casey Hood
125 JR DIV B
Mark Hall
Mark Jones
Kip Templeton
125 INT
Dale Olson
Kevin Lane
Roger Strom
250 JR
Bob Piereth
Jeff Clark
Jerry Miller
250 INT
Randy Thompson
Robby Clark
Larry Womack
OPEN JR
John Deese
Dan Williams
Dave Thorpe
OPEN INT
Robby Clark
Richard Earle
Mike Crandall
OLD TIMERS
Jim Newman
Sonny Nett
John Berggren
OVER THE HILL
Ray Shanafelt
Chas Remington
Larry Fenly
125 PRO
Clay Azar
Mark Gregson
Brian Hall
250 PRO
Clay Azar
Mark Gregson
Montey Mitchell
OPEN PRO
Les Womack
Barney Newman
Skeet Hise

CMC Night MX
South Bay Pk Spdw
Chula Vista, Calif.
May 25, 1977
By Rod Eschenburg

MINI EX
Robert Nolin
MINI JR
Edwin Cabullo
Dan Almond
Terry Fowler
100 JR
Jeff Almond
Steve Heimer
Jim Barnaba
125 PRO
Michael Tripes
Dennis Curtis
terry Shekell
125 INT
Jack Clawson
John Stelo
Don Fuller
125 1st DIV
Mike Heimer
Grant Barrows
Tracy McMillen
125 JR 2nd DIV
Keith Finch
Rick Johnson
Jeff Neeley
125 JR 3rd DIV
David Aldrich
Brett Baehr
Rick Doetch
250 PRO
Aaron Bassett
250 INT
David Fisher
Greg Meyers
Abian Lelevier
250 JR 1st DIV
Ken Melody
Skip Wamsley
Delton Curtis
250 JR 2nd DIV
Tom Bolton
Keith Lynas
Matt Carter
500 PRO
David Gerig
Charles Welk
500 INT
Bud Anderson
Bart Rague
Cisco Duran
500 JR
Skip Wamsley
Carroll Ramsey
Roger Lorton

Saturday MX
Saddleback Park
Orange, Calif.
June 4, 1977
By Danny Raymond

125 PRO
Ron Turner
Mike Tripes
Jim Domann
250 PRO
Jim Gibson
Jon Derhammer
Jeffrey Vidic
OPEN PRO
Mike Bell
Scott Gillman

T.J. Warren
OPEN BEG
Kurt Harleton
Greg Goodwin
Greg Spendlione
OPEN
Norm Bigelow
Randy Skinner
Bob Gunary
OPEN JR
Neil Stapleton
Dennis Cox
Jack Williams
250 INT
Jerry Benson
Greg Painer
Danny Dilkey
250 BEG
Mike Geiger
Mike Drebert
Cliff Gerhard
125 INT
Joe Holt
Rick Maki
Ron Flores
125 BEG
Mark Weida
Jim Rose
Edward Seffens
125 JR
Keith Pasel
Mark Smith
Burt Siler
MINI BEG
Bob Cummings
Rick Ingallo
MINI JR
Cletus O'Brein
Chris Lallier
John Galea
MINI EX
Bryon Antonacci
100 BEG
Steve Sanchez
Terry Bedell
100 JR
Rex Strickland
Bob Gardner
100 PRO
Jeff Hewitt

De Anza MX
Sunnymead, Calif.
May 29, 1977
By Ron Lawson

MINI BEG
Tim Higginson
Richard Hoffman
Brian Scott
MINI EX
Tod Gibboney
Tim Gregory
125 BEG
Darryl Stevens
George Olivo
John Heers
125
Jeff Clark
Bart Onasch
Ken Odra
250 BEG
Carl Nolde
Kermit Jones
Ivan Zuniga
250 JR
Kenny Trask
Alan Painter
Robert Mc Broom
250 INT
Kenny Trask
Alan Painter
Robert McBroom
250 INT
Tom Ruvalo
Pete Peterson
Ray McNeil
250 EX
Rick Taylor
Steve Montague
Keith Patten
OPEN BEG
Jim Cunningham
Jess Bittner
Mike Swain
OPEN JR
Paul Vaccarello
Greg Hope
OPEN EX
Ken Taylor
David Hopkins
Mark Sullivan

Sand Hill Ranch MX
Brentwood, Calif.
May 20, 1977
By Tura Houser

MINI NOV
Bin Mon Avery
Al Deshaies
Bob Rockafellow
MINI INT
Sam Nava
100 NOV
Byron Estes
Dave Houser
100-125 BEG
Joey McCrummen
Mark Hegren
Cliff Nobles
125 NOV
Scott Reback
Jim Pitts
Ron McClean
250 NOV
Conrad Schmeckel
Fred Crabaugh
Donald Cull

OPEN NOV
Bill Green
Mike Underhill
Ed Smith
250 INT
Wes Morrell
Brian Thompson
OPEN INT
Richard Mathers
125 EX
Joey Schlag
OPEN EX
Bob Sullivan
Phil Anderson
POWDER PUFF
Jammin' Joyce
Lazy Linda
VETS & OLD TIMERS NOV
Dave North
Mike Underhill
Louis Shapiro
VETS INT
Jim Hartbauer
ODYSSEY
Mike Wester
Lawrence Beck
TROPHY DASH
Phil Anderson
MINI MONEY RACE
Sam Nava

Sand Hill Ranch
Marathon
Brentwood, Calif.
May 22, 1977
By Tura Houser

100
Mike Moyer/
Tom Worth
Allan Cady/
Reuben Villiano
Dave Johnson/
Ron Nance
125
Henry Leslie/
Steve Ferroni
Tom Dougherty
Mike MNewman
Jim Morten
250
Jerry DeKay
Rich Wilson
Paul Crippes/
Paul Wargo
OPEN
Bob Belicitti
Harry Belicitti
Tom Navarro/
John Silva

Short Track
Ross Downs
Ft. Worth, Tex.
May 6, 1977
By Dave Neilson

TROPHY DASH
Buck Boren
OPEN CLASS
Mike Green
Buck Boren
Danny Cartwright
65cc
Bret Rosenburg
Ross Duncan
James Patton
85cc
David Langley
Ross Duncan
Michael Blake
125cc
Scott Adams
Dave Bradley
Kreg Hunt
250 JR
Gary Moore
James Carroll
Ralph Nolan
250cc SR MAIN
Terry Poovey
Mike Green
Bobby Elliott

CMC Motocross
Saddleback Park
Orange, Calif.
May 29, 1977
By Patti Trotter

MINI EX
Ted Naas
Mike Toyce
Robert Nolin
MINI INT
Todd Brady
Gary Cranford
Greg McConnell
MINI JR
Ed Gieselman
Cletus O'Brien
Mike Lockwood
100 JR
Craig Kelly
Pat Taylor
Mike Van Camp
100 INT
Ty Hanway
125 PRO
Broc Glover
Brian Myerscough
Cliff Lett
125 INT DIV I
Craig Dale
Ron Vtaski
Bill Olsen
125 INT DIV II

Brett Meyer
Huff Hadley
Paul Thede
125 JR DIV I
Yves Halliburton
David Aldrich
Richard Boitean
125 JR DIV II
Rick Johnson
Keith Draper
Brad Peters
250 PRO
Jim Gibson
Alan Smith
Tim Welker
250 INT
Robert Green
Craig Robertson
Mikr Sole
250 JR
Michael Fisher
Mike Gault
Scott Donoban
500 PRO
T.J. Warren
Robert Marino
Steve Russell
500 INT
Bill Jewell
Steve Pflug
Jim Logsdon
500 JR
Mike McGonigal
Jimmie Roy
James Escamilla

Class C
Cycleland Speedway
Chico, Calif.
May 21, 1977
By Pat Upton

80cc MINI NOV
Tim Aston
Rusty Elam
John Cryer
80cc MINI JR/EX
Jim Souza
100cc MINI COMB
Mike Cagle
Dirck Sauer
George Cummins
100cc NOV
Ken Wolcott
Vance Leer
125cc NOV
Mark Morton
Clint Egbert
Keith Williams
EX SEMI PRO
Ken Gray
Jim Hubbard
Randy Freeman
250cc NOV
Jim Brubaker
Don Longnecker
John Heemsbergen
360cc NOV
John Heemsbergen
Randy Ybanez
200cc JR
Troy Cummings
Jerry Douglas
250cc JR
Mark Weber
Jerry Douglas
Dave Nakao
250cc EX
Jim Hubbard
Randy Freeman
Ken Gray
360cc JR/EX
Jeff Fowler
Dave Ryan
Jeff Adams
200cc HANDICAP
Jerry Douglas
Jody Patterson
Leon Fowler
250cc HANDICAP
Jim Hubbard
Don Longnecker
Ricky Fodge
360cc HANDICAP
Randy Ybanez
John Heemsbergen
Jeff Adams

CMC Motocross
Saddleback Park
Orange, Calif.
June 5, 1977
By Patti Trotter

MINI INT
Brook Bolstad
Ed Gieselman
Jon Miller
MINI JR
Cletus O'Brien
Mark Toyama
John Brown
100 JR
Robert Omectin
Kenny Graham
Craig Kelly
100 INT
Jeff Hewitt
500 PRO
Mike Bell
Scott Gillman
T.J. Warren
500 INT
Bill Jewell
Dave Tanis
Jim Logsdon
500 JR
Bart Rague

Jim Williams
James Escamilla
250 PRO
Mike Bell
Jim Gibson
Alan Smith
250 INT
Scott Slayton
Bobby Cochran
Elliot Brainard
250 JR DIV I
Robert Miller
Darren Kaiser
Mike Gault
250 JR DIV II
Matt Tedder
Michael Fisher
Kenny Trask
125 PRO
Ron Turner
Terry Shekell
Gary Denton
125 INT
Paul Thede
Tim Murphy
Larry Nelson
125 JR DIV I
Mark Smith
Ted Hoyt
Richard Boitean
125 JR DIV II
Fred miller
Philip Lucidi
Norman Windsor

D-36 ST
Lodi Cycle Bowl
Lodi, Calif.
May 21, 1977
by Ann Carr

MINIS
PEE WEE
Johnny McGill
60 NOV/JR
Mike Botto
80 NOV
John West
Shawn Reyna
Shawn Black
80 JR
Kurt Chandler
80 EX
Tracy Hays
Doug Chandler
Bill Arbogast
100 NOV
Jim Barnes
100 JR
Jerry Lanning
100 EX
Doug Chandler
Tracy Hays

MAXIS
100 NOV
Richard Thurman
Austin Pugh
125 NOV
Richard Thurman
Austin Pugh
125 NOV
David Boyles
Tony Holdsclaw
125 JR
Terry Adams
Jim Felice
Steve Alberdi
125 EX
Mitch Davidson
175-200 NOV
Pat Carey
Hal Hook
250 NOV
Mike West
Ricky Burton
Ted Rouse
250 JR
Jim Felice
Robert Stockdale
Gabe Burrola
250 EX
Kim Jorgensen
Rusty Davis
Mitch Davidson
360 NOV
Rick McNally
360-500 JR
Steve Alberdi
Rafe Heath
Pat Krznarich
360 EX
James Green
Rick DeLacy
Camm Johnson
500 NOV
Brad Goforth
HIGH POINT MAXI EX
Alex Jorgensen
Kim Jorgensen
Jeff Haney
HIGH POINT MINI EX
Tracy Hays
HIGH POINT 60
Mike Botto
Shawn Reyna
Jerry Lanning
Steve Orozco
Fred Merkel
Hal Hook
Nick Jaconetti
Jim Felice
Rafe Heath
Steve Alberdi

CALENDAR

Calendar listings are a free reader service. All information is the responsibility of the event promoter. To be certain, call the phone number listed before going to an event.

June 8

CALIF. REC. TRAILS COMM. MTG
California Recreational Trails Committee. Sacramento Housing and Redevelopment Agency, 630 "I" St., Sacramento, CA. Parking on "L" & "J" Sts. 10 am to 4 pm. Agenda includes Hungry Valley ORV Park and public presentations.

CMC HSMX
South Bay Park Spdwy., San Diego, CA. I-805 S from Chula Vista, take Junction 117 and go E 5 mi. All CMC classes, incl. Pro. Entry \$7, CMC lic. req'd. P.O. Box 995, Chula Vista, CA 92010. 714/420-7414.

SPEEDWAY RACING
Inland Spdwy., San Bernardino, CA. 1st race 8 pm. 213/446-0969.

R.A.C.E. HALF MILE & SHORT TRACK
Corona Rcw., Hwy. 91 & Buchannon, Corona, CA. All classes. P.O. Box 388, Corona, CA 91720 714/735-1705.

June 9

SPEEDWAY RACING
Irwindale Rcw., Irwindale, CA. 1st race 8 pm. 714/492-9933.

CMC MOTOCROSS
Ascot Speedway, Gardena, CA. 213/376-5687.

ROUGH SCRAMBLES
Sacramento Rcw., Hwy. 16, S of Mather AFB. Gates open 6 pm. Entry \$5, spec. \$2.50. Minis and up. 916/362-2653.

CMC NIGHT MOTOCROSS
Portland International Rcw., Portland, OR. I-5 N to Delat Pk. exit. Mini through Open classes. 100% Pro p.b., 30% trophies. P.O. Box 17010, Portland, OR 97206. 503/285-6635.

June 9-11

S.C.O.R.E. BAJA INTER-NATIONAL
Ensenada, Baja California, Mexico. Impound at the Naval Station across from Bahia Hotel. Registration Weds. eve. and Thurs. Classes for 125, 250, Open and Over 38. S.C.O.R.E. 20944 Sherman Way, Suite 115, Canoga Park, CA 91303. 213-999-2250.

June 10

SHORT TRACK
Medford Rcw., Medford, OR. Mini, 100, 125, 200, 250 and Open classes. Entry \$4. 503/779-0866.

AME NITE MOTOCROSS
Indian Dunes, Valencia, CA. Prac. 7 pm, race 8. Post entry only. \$6, Pros \$10. 100% p.b. to Pros, 30% trophies. \$4000 med. covg. 213/881-5778.

SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner Camini Diablo and Vasco Rd. Gates open 4 pm, race 7:30. Entry \$8. 100% Ex. p.b., trophy dash, all-comers Mini money race. 415/834-3328, 634-1667.

AME YOUTH DIVISION MX
Indian Dunes, Valencia, CA. Mini track. All classes, Pee Wee thru 105cc, 33% brass. Prac. 7 pm, race. Entry \$6, memb. req'd. \$8. \$4000 med. cov. 213/881-5778.

SHORT TRACK
Medford Rcw., Medford, OR. Mini, 100, 125, 200, 250 and Open classes. Entry \$4. 503/779-0866.

R.A.C.E. MOTOCROSS
Corona Rcw., Hwy. 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

CLASS A SPEEDWAY
Cal Expo Rodeo Arena, Sacramento, CA. AMA sanct. 8:15 pm start.

SPEEDWAY RACING
Orange County Frgrds., 88 Fair Dr., Costa Mesa, CA. 1st race 8 pm. 714/492-9933.

D-36 TT SCRAMBLES
Lodi Cycle Bowl, Lodi, CA. Gates open 5 pm, prac. 5:30-7:30, race 8. Mini thru Open classes. Entry \$4, Class "C" traction only. No camping. 209/368-7182.

INDOOR M/C SWAP MEET
Great Western Exhibit Center, Los Angeles, CA. 6 pm to 11 pm. Admission \$2 per person, kids under 12 free. 213/588-7310.

June 10-12

IDBA GRAND NATIONALS
International Drag Bike Assn. Dragway, 42 West Salem, OH. Off I-71 btwn. Cleveland and Columbus. \$30,000 purse. Fri: Tech and prac. Sat: Tech, qualify, Spts. elim. Sun: Qualify, race. IDBA Grand Nat'l., 1559 State Rd., Cuyahoga Falls, OH 44223. 216/929-8621.

June 11

AMA NATIONAL HALF MILE
Delaware State Frgrds., Harrington, DL. 3rd annual Full House classic. Start 8 pm. Tickets \$6 through \$15. 302/697-3222.

D-36 SEMI PRO SHORT TRACK
Monterey Fairgrounds, Fairgrounds Rd. and Casa Verde. Entry \$5, Ex. \$6, 100% p.b. to Ex. Sign up 6 pm. 408/899-2401, 394-8225.

CLASS A SPEEDWAY
Dan Russell Arena, Folsom, CA. AMA sanctioned. Start 8:15 pm.

SHORT TRACK
South Bay Park Spdwy., San Diego, CA. I-805 south from Chula Vista, take Junction 117 and go east 5 mi. 2 Pro classes, 250 and 500, 4 Spts. classes w/req'd. stock frames. No assn. card req'd., track will carry ins. 714/420-7414, 469-6092.

SADDLEBACK SATURDAY MX
Saddleback Pk., Orange, CA. Gate opens 7:30 am, prac. 8-8:30, race 9. Pros race 40 min, others 30 min. Entry \$8, Pros \$13. No membership or mail entry req'd. 33.33% trophies. 714/830-8010.

TMRA NIGHT SHORT TRACK
Benton Lane Park, 4 mi. west of Junction City, OR on Hwy. 99 W. Sign up 5:30-6:30 pm, prac. 6-6:45, race 7. Entry \$4, Pro \$6. Mini thru Open plus 250 and 251-Open Pro classes. 503/746-4505.

TT SCRAMBLES
Elsinore Rcw., Hwy. 71 at Lagonia Ave., Elsinore, CA. Sign up 6 pm, prac. 7, race 8. Gate \$2, race \$3. 20% brass. Clubs and groups welcome, ride own class. Beg. thru Ex. 714/674-5383, 826-2386.

CMC MOTOCROSS
Mountain View Cycle Park, 4 mi. SE of Sandy, OR. Hwy. 211 to Bornstedt Rd., left to Rude Rd., right to track. All classes plus 30-40, Old Timer, Beg. Entry \$8 Spts. \$12 Pro. 100% p.b. to Pros, 30% trophies. Gate opens 8 am, prac. 9, race 10. 503/668-7254, 665-6062. Mini Series.

D-36 SHORT TRACK
Cycletand Spdwy., 14 mi. south of Chico, CA, at Hwy. 99E and Gage Shippee Rd. All classes thru 360cc. Sign up 5:30-7 pm, prac. 7, gates close 7:30, race 8 pm. Entry \$4.50, Ex. \$6. Class "C" traction. Pitmen must wear white, full leathers req'd. 916/342-9302.

D-36 SEMI PRO SHORT TRACK
Oakdale Pioneer Arena, Oakdale, CA. Btwn. Oakdale and Escalon, off Hwy. 120, south on Pioneerl Ave. All short track classes under 500cc. Sign up 4:30-6:30 pm, prac. 5-6:30, race 7. Entry \$4, 2nd bike \$3. 209/847-5558, 869-1457.

D-35 TT SCRAMBLES
Visalia Rodeo Grounds, Hwy. 99 to Hwy. 198, behind the Holiday Inn. Sign up 2:30 pm, prac. 5-6, races start 6:30. Entry \$4 one bike, \$3 extra bike, \$1 insurance. Spec. \$3, children \$2. 209/732-6833.

June 11-12

MRA ROAD RACE
Aspen, CO, off Colo. 82 on Woody Creek Rd. Sign up 7-11 am, race begins 1:30 pm. Prod., Cafe and GP classes. \$18 1st entry, \$5 each add'l. class; \$10 Beg. Mountain Roadracing Assn., P.O. Box 213, Wheatridge, CO 80033. 303/936-3856.

NMA MOTOCROSS QUALIFIER
Sipapu MX Park, 21 mi. east of Taos, NM, on Hwy. 3 — 1/2 mi. past the rock wall. Pee Wee thru 125 Ex., 6-18 years. Entry \$10 mail, \$30 post. 8000 ft. elevation. Free overnight camping. P.O. Drawer L, Taos, NM 87571. 505/758-2117, 758-2421, 587-2240.

June 12

CRRC GRAND PRIX RR
Hallett Motor Racing Circuit, Hallett, OK. Prod., Cafe and GP classes. Entry CRRC memb. \$13.50, add'l. class \$7.50. Gate open 8 am, prac. 9-11, race noon. CRRC, P.O. Box 3828, Austin, TX 78764. 512/476-5470.

AMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 7:30, prac. 8-9, race 9:30. No mail entry. \$7/\$12 post, \$2 xtra non-memb. \$3000 med. cov. 30% same day brass, 100% Pro p.b. 714/581-2778 \$1000 purse.
B.O.S.S./CMC MOTOCROSS
Helvetia Park, West Sacramento, CA. All classes. Entry \$9, Pro \$15. 100% p.b. to Pros, 30% trophies. Free camping, swimming. 916/635-5240.

TT SCRAMBLES
Del Norte Cnty. Frgrds., Hwy. 101, Crescent City, CA. 80, 100, 125, 250 and Open classes. Entry \$5. Money race for any size machine, \$5 entry, 100% p.b. Sign up 9-11 am, prac. 10, race noon. 707/464-2983.

TRIALS
St. Joseph, MO. Part of Missouri State Championship Series. St. Joe Trials Assn. 816/279-8838.

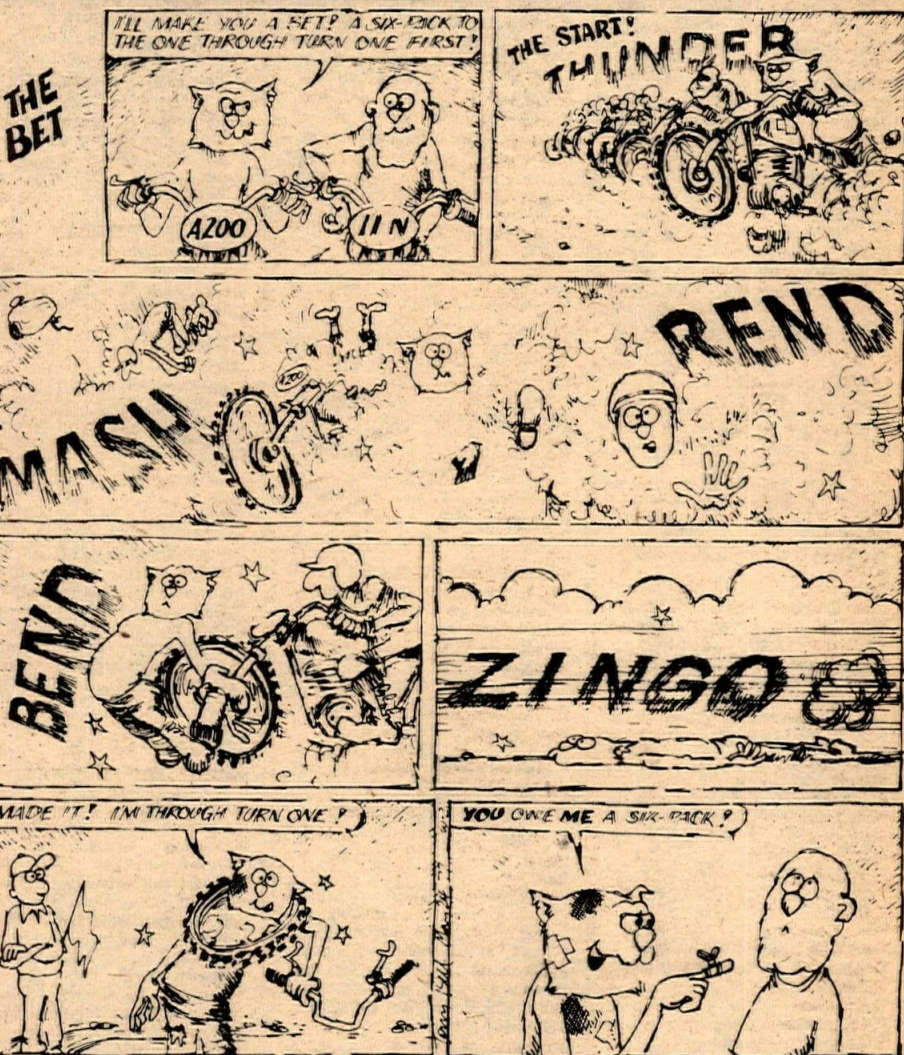
D-36 SEMI PRO SCRAMBLES
Salinas Airport, Hwy. 101 and Airport Blvd. Minis thru Open. Sign up 8 am. Class C traction. Entry \$5, Ex. \$6, 100% p.b. to Ex. 408/899-2401, 394-8225.

CRC MOTOCROSS
395 Cycle Park, Adelanto, CA. 2 motos, cash for Pros. 30% trophies for Spts. New long combination track. Entry \$7 Spts. \$12 Pros, non-memb. add \$2. Gates open 7 am, prac. 8, race 9:30. Overnight camping. 714/689-6114, days.

CRC TENDERFOOT ENDURO
California City, CA. 2 loops designed for beginners. A, B and C riders welcome. Women, minis and C under 16 go 1 loop. 1st loop laid out with 50cc mini, all others go 2 loops. CRC points, fin. pins, 20% trophies. Mail entry \$9, post \$11. Non-memb. add \$2. Mail entry and 2 SASE to CRC, 7601 Arlington, Riverside, CA 92503. 714/689-6114, days.

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CALENDAR

SRA SPRING FLING ENDURO

Sidewinder Rd., off I-15 north of Victorville, CA. New class "D" for riders who have never won an enduro trophy. Entry \$9.50 1 loop, \$11 2 loops. Post entry \$10.50/\$12.50. Fin. pins, 20% trophies. Mail entry and 2 large SASE to SRA, P.O. Box 3882, Torrance, CA 90510. 213/320-1015.

B.O.S.S./CMC MOTOCROSS

Prison Hill Track, Carson City, NV. Turn at T-car spdw. sign, follow signs. Entry \$9, Pro \$15. 100% Pro p.b., 30% trophies. Free camping. 916/635-5240.

D-36 SHORT TRACK

Triple M Rcw., Simpson Lane, Marysville, CA. Mini through 500cc plus OT, Vets. Sign up 8 am, prac. 10:30, race noon. Entry \$7 Ex. (\$4 p.b.), \$5 all others. L.T.D. Racing Promotions. 916/742-1653, 673-3378.

AME MOTOCROSS

Indian Dunes, Valencia, CA. Gate open 7, sign up 'til 8:30, prac. 8, race 9. Entry \$8 mail, \$10 post, Pros \$12/\$15. Memb. req'd. \$8. Payback to Pros, 40% brass to Sptsman. Mail entry no later than Fri. before event. AME P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

AMA SEMI PRO MOTOCROSS

Coal Creek Rcw., Lafayette, CO. 3 mi. west of I-25 on Hwy. 7, Lafayette and Brighton exit. A,B,C and mini classes. Money to A's, trophies to all others. Entry \$3, A's \$5. Points to A and B. 303/665-5666.

D-37 MOTOCROSS

DeAnza Cycle Prk., Sunnymead, CA. Sign up 7 am, prac. 8-8:45, 1st race 9. Entry \$7 mail, \$10 post. Pie Plates and Minis welcome. Simi Valley M.C., P.O. Box 387, Simi, CA 93065. 805/527-1493.

MOTORCYCLE SWAP MEET

Seattle Center Display Hall, Seattle, WA. Follow signs off I-5. Spaces: 5'x10' \$10, 10'x10' \$20. General admission \$1.50. ABATE of Washington, P.O. Box 85, Auburn, WA 98002. 206/833-4427.

AFM ROAD RACE

Sear's Point Int'l. Rcw., Sonoma, CA. Hwy. 37 and 121. GP. Prod., Sidecar, SprStr, BxStck classes. Pre-entry \$18/\$8, post \$20/\$10. AFM, 6548 Wyndham Dr. #2, Sacramento, CA 95823. Pre-entry 916/382-0611. Info: 707/938-8448.

CRC MOTOCROSS

Escape Country Racing World, Trabuco Cyn., CA. 2 motos and \$ to Ex., 3 motos and 30% brass to Sptsman. All classes. Overnight parking. Gate open 7 am, prac. 8, race 9:30. Ex. \$12, Sptsman. \$7, \$2 extra non-memb. 213/830-7519. Plus Old Timers MX Assn.

MOTOCROSS

Oak Hill, Alvord, TX. North of Decatur 7 miles on 81-287, exit Mt. Zion Rd., follow signs. Signup for all classes starts 7:30 am. Split program. Nov. and OT prac. 8, race 10. Int/Sr prac. 1 pm, race 2. \$1008 purse if 20 or more entries in each Sr. class. 817/427-2663, 263-0152 eves.

MOTOCROSS

Spring Valley Motocross, Clyde, TX. 9 mi. E of Abilene to Cherry Lane exit, N 1.2 mi., turn right and follow curve. Sign up 9 am, prac. 10, race noon. Rain or shine. \$1000 purse if 8 Ex. per class, \$500 otherwise. Entry \$4 Jr., \$5 Int., \$7 Ex. Gate \$3. Free overnight parking. 915/673-3815.

AME MOTOCROSS

Spillway Park, Santa Maria, CA. Hwy 101 to Broadway exit, follow signs to riverbed. Sign up 7 am, race 9. Entry \$8 Jr/Int, \$12 Pros. 30% brass, 100% p.b. to Pros. Free camping, \$4000 rider medical 805/937-6171.

D-37 DUAL EUROSCRAMS

Soggy Dry Lake, Lucerne Valley, CA. Entry \$8 both races. Sat. nite live rock band and

trophy presentation (Desert Squirrels/Brush Busters). 1st annual Bell-Cracker. San Gabriel Valley M.C., Desert Squirrels. 714/581-3125.

SRAC MOTOCROSS

Grand Junction, CO. Take 1st Grand Junction exit off I-70, to F Rd, west to 29 Rd., north to track. Gates open 10:30, sign up 11-noon, race 1 pm. Entry \$3 Mini/Nov, \$5 Am. \$8 Ex. Payback to Ex. Mini thru Open classes. 303/427-8025.

SPEEDWAY PRACTICE

Elsinore Rcw., Hwy 71 at Lagonia, Elsinore, CA. New track. 714/674-5383, 826-2386.

June 12-17

DONNER TRIALS SCHOOL

Guest instructors include Marland Whaley, Bernie Schreiber, Mark Eggar and Debbie Evans. Cost is \$135 which includes dorm, lodging(sleeping bag) meals and instruction. \$25 deposit req'd. Mitzi Saylor, Donner Trials School, P.O. Box 66, Norden, CA 95724. 916/426-3578.

June 14

SPEEDWAY RACING

Ventura Cnty. Frgrds., Harbor and Figueroa, Ventura, CA. 1st race 8 pm. 714/492-9933.

June 15

SPEEDWAY RACING

Inland Spdw., San Bernardino, CA. 1st race 8 pm. 213/446-0969.

R.A.C.E. HALF MILE AND TT

Corona Rcw., Hwy. 91 & Buchannon, Corona, CA. All classes. 714/735-1705.

CMC MOTOCROSS

South Bay Park Spdw., San Diego, CA. I-805 S from Chula Vista, take Junction 117 and go E 5 mi. All CMC classes, incl. Pro Entry \$7, CMC lic. req'd. P.O. Box 995, Chula Vista, CA 92010. 714/420-7414.

June 16

SPEEDWAY RACING

Irwindale Rcw., Irwindale, CA. 1st race 8 pm. 714/492-9933.

CMC NIGHT MOTOCROSS

Portland International Rcw., Portland, OR. I-5 N to Delat Pk. exit. Mini through Open classes. 100% Pro p.b., 30% trophies. P.O. Box 17010, Portland, OR 97206. 503/285-6635.

CMC MOTOCROSS

Ascot Speedway, Gardena, CA. 213/376-5687.

ROUGH SCRAMBLES

Sacramento Rcw., Hwy. 16, S of Mather AFB. Gates open 6 pm. Entry \$5, spec. \$2.50. Minis and up. 916/362-2653.

June 17

CMC NIGHT MOTOCROSS

Irwindale Rcw., Irwindale, CA., at 605 and 210 Frwys. Pit opens 4:30 p.m.; sign 'til 6:30; prac. 6-7:00; race 7:30 p.m. Every second Friday of month is Points Night. Buy entry at track night of event. 714/557-3323.

CLASS A SPEEDWAY

Cal Expo Rodeo Arena, Sacramento, CA. AMA sanct. 8:15 pm start.

SPEEDWAY RACING

Orange County Frgrds., 88 Fair Dr., Costa Mesa, CA. 1st race 8 pm. 714/492-9933.

SHR NIGHT MOTOCROSS

Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo and Vasco Rd. Gates open 4 pm, race 7:30. Entry \$8. 100% Ex. p.b., trophy dash, all-comers Mini money race. 415/634-3328, 634-1667.

AME NITE MOTOCROSS

Indian Dunes, Valencia, CA. Prac. 7 pm, race 8. Post entry only, \$6, Pros \$10. 100% p.b. to Pros, 30% trophies. \$4000 med. covg. 213/881-5778.

R.A.C.E. MOTOCROSS

Corona Rcw., Hwy. 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

SHORT TRACK

Medford Rcw., Medford, OR. Mini, 100, 125, 200, 250 and Open classes. Entry \$4. 503/779-0866.

AME YOUTH DIVISION MX

Indian Dunes, Valencia, CA. Mini track. All classes, Pee Wee thru 105cc, 33% brass. Prac. 7 pm, race. Entry \$6, memb. req'd., \$8. \$4000 med. cov. 213/881-5778.

D-36 TT SCRAMBLES

Lodi Cycle Bowl, Lodi, CA. Gates open 5 pm, prac 5:30-7:30, race 8. Mini thru Open classes. Entry \$4. Class "C" traction only. No camping. 209/368-7182.

MRA EXHIBITION RR

Pueblo (PMI), CO. I-25 to Colo. 50 to Pueblo Rd. Mountain Roadracing Assn., P.O. Box 213, Wheatridge, CO 80033. 303/936-3856.

AFM STADIUM ROAD RACE

605 Speedway, 4900 Rivergrade Rd, Irwindale, CA. 605 Fwy to Los Angeles St. exit. Lightweight, Middleweight and Heavyweight classes, plus GP. \$500 purse. Entry \$12 ea. class. Heats, semis, mains and trophy dash. 4996 Argyle Dr., Buena Park, CA 90620. 714/523-3892.

June 17-19

NHRA M/C DRAG RACING

Beech Bend Internat'l Rcw., Bowling Green, KY. Fri. Qualifying, time trials, record runs. Sat. Qualifying, time trials, record runs, class elim. Sun. Final eliminations. Entry \$25 Pro, \$15 Sptsman. National Motorcycles Championships, Beech Bend Park, Bowling Green, KY 42101. Pre-entry must be postmarked by June 1. \$12,000 cash and awards. 502/384-5192.

AMA GRAND NATIONAL RR

Bryar Motorsport Park, Loudon, NH. Camel Pro Series. Tickets from any Eastern Ticketron outlet. \$20, in advance for 2 days of short track and 2 days of road racing. Laconia Motorcycle Classic, 31 Boylston St., Brookline, MA 02146. 617/277-1748.

June 18

TT AND HALF MILE

395 Cycle Park, Adelanto, CA. No membership req'd. Prac. 7, race 8 p.m. Entry \$4. Half mile program 1st, then TT. Gate \$2. 25% brass. 714/246-6109.

D-36 SHORT TRACK

Cycleland Spdw., 14 mi. south of Chico, CA, at Hwy. 99E and Gage Shippee Rd. All classes thru 360cc. Sign up 5:30-7 pm, prac. 7, gates close 7:30, race 8 pm. Entry \$4.50, Ex. \$6. Class "C" traction. Pitmen must wear white, full leathers req'd. 916/342-9302.

AME MOTOCROSS

Sprockets Park, Bakersfield, CA. Gates open 4 pm, prac. 7, race 8. Post entry only, \$8 Sptsman, \$10 Pros. 100% p.b. to Pros, 30% brass to Sptsman. Memb. req'd., \$8. \$4000 med. covg. 213/881-5778.

D-37 TT SCRAMBLES

Elsinore Rcw., Elsinore, CA. Hwy. 71 at Lagonia. All classes. Entry \$4, \$2 gate. Sign up 6 pm, race 8. 714/521-0171.

D-36 SEMI PRO SHORT TRACK

Monterey Fairgrounds, Fairgrounds Rd. and Casa Verde. Entry \$5, Ex. \$6, 100% p.b. to Ex. Sign up 6 pm. 408/899-2401, 394-8225.

CLASS A SPEEDWAY

Dan Russell Arena, Folsom, CA. AMA sanctioned. Start 8:15 pm.

D-36 SEMI PRO SHORT TRACK
Oakdale Pioneer Arena, Oakdale, CA. Btwn. Oakdale and Escalon, off Hwy. 120, south on Pioneer Ave. All short track classes under 500cc. Sign up 4:30-6:30 pm, prac. 5-6:30, race 9. Entry \$4, 2nd bike \$3. 209/847-5558, 869-1457.

SHORT TRACK

Country Fair & Napa Town, Napa, CA. Gates open 3:30 pm, Prac. 5, race 7. Classes: 125, 200, 250, 360 Nov; 250, 360 JR, Ex. Also Minis. High point series. Aragon M.C., P.O. Box 1311, Novato, CA 94947. 415/892-5350.

TMRA NIGHT SHORT TRACK

Benton Lane Park, 4 mi. west of Junction City, OR on Hwy. 99 W. Sign up 5:30-6:30 pm, prac 6-6:45, race 7. Entry \$4, Pro \$6. Mini thru Open plus 250 and 251-Open Pro classes. 503/746-4505.

SHORT TRACK

South Bay Park Spdw. San Diego, CA. I-805 south from Chula Vista, take Junction 117 and go east 5 mi. 2 Pro classes, 250 and 500, 4 Sptsman classes wireq'd. stock frames. No assn. card req'd. track will carry ins. 714/420-7414, 469-6092.

SADDLEBACK SATURDAY MX

Saddleback Pk., Orange, CA. Gate opens 7:30 am, prac. 8-8:30, race 9. Pros race 40 min, others 30 min. Entry \$8, Pros \$13. No membership or mail entry req'd. 33.33% trophies. 714/830-8010.

TT SCRAMBLES

Elsinore Rcw., Hwy. 71 at Lagonia Ave., Elsinore, CA. Sign up 6 pm, prac 7, race 8. Gate \$2, race \$3. 20% brass. Clubs and groups welcome, ride own class. Beg. thru Ex. 714/674-5383, 826-2386.

June 18-19

OLD TIMERS NATIONAL MX

Mammoth Lakes, CA. Los Angeles Old Timers national Nat'l. Old Timers, OTHG, vets (+30) 3 motos per day, ride both days. Sptsman class restricted to sons/daughters of entrants ride 1 day only. Entries open May 1, close Jun. 1. Entry \$20 Sptsman. \$10. 40% trophies. 20408 Blue Mtn. Dr., Walnut, CA, 91789. 714/595-5219.

K.O.T.A./ATA TRIALS

Davis Ranger Station, 40 mi. east of Bakersfield, CA. All classes. Entry fee \$12 ATA memb., \$16 non-memb. Post entry \$16/\$20. Greenhorn 2-day trial. 28290 Arnold St., Bakersfield, CA 93305. 805/871-2821.

June 19

D-37 HARE SCRAMBLES

Lined from Trona Rd., Red Mountain, CA. 22nd annual Buzzard Run, Steve Wagner Benefit. 9 am start. Kids' race Sat., 3 pm. 213/358-2878.

SRA GRAND PRIZ

Racing World, Trabuco Cyn., CA. Father's Day GP. All post entry — if son/daughter ride, Pop rides for free. All classes from under 16 to Senior. O/N camping OK. SRA comp. lic. req'd. 213/320-1015.

SHR MARATHON

Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo and Vasco Rd. 100, 125, 250 and Open classes. No minis. Riders must be signed in by 9:30 am sharp. All ride together, scored separately. 415/634-3328, 634-1667.

MOTOCROSS

Sunshine Cycle Pk., Tucson, AZ. I-10 to Palo Verde, south to track. Gate opens 8:30 am, prac. 9, race 10. Entry \$8, Pros \$12. 100% Pro p.b. Phoenix riders pay only \$3 admission (except Pros). 602/705-1490.

MOTOCROSS

Mosier Valley MX Park, Arlington, TX. Rain or shine. \$663 guaranteed purse or 50% of gate if rain. Brass to six places. Free keg beer. Gate \$3. Nov. entry \$5, Int. \$6, Ex. \$7. Nov. prac. 9 am, race 10. Int/Ex. prac. 1 pm, race 1:45. Payoff to Senior classes only. All classes 817/277-9917, 267-9153.

MINI MOTOCROSS

Barona Oakes Raceway, Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Cyn. Rd. 11 mi. O/N camping. Sign up closes 8 am sharp. Late entry \$10, guest rider \$9. 714/749-2525, 479-1572, 440-1843.

CMC MOTOCROSS

Mountain View Cycle Park, 4

mi. SE of Sandy, OR. Hwy. 211 to Bornstedt Rd., left to Rude Rd., right to track. All classes plus 30-40, Old Timer, Beg. Entry \$8 Sptsman, \$12 Pro. 100% p.b. to Pros, 30% trophies. Gate opens 8 am, prac. 9, race 10. 503/668-7254, 665-6062.

D-36 SEMI-PRO MOTOCROSS

Santa Cruz Cnty Frgrds., Hecker Pass Rd., Hwy. 152, Watsonville, CA. Signup 6 am, prac. 8, race 9:30. Entry \$6.50 plus gate for Nov/Am., Ex. \$15. 100% p.b. to Ex. Ridge Runners M.C. 408/426-3237, 475-3619.

DRA HARE SCRAMBLES

California City, CA, S of Galileo Hill. 3x20 mi. loops, start 9:30 am. DRA points, \$380 purse, 20% trophies, fin. pins, 4-wheel rescue. Lined 17 mi. N of 4/Corners, Hwy. 395 and from Cal City Golf Course. 714/373-4647.

MOTOCROSS

Motorcycle Rcw., Oklahoma City, OK. 405/627-3989.

U.S. 500cc MOTOCROSS GP

Carlsbad Rcw., Carlsbad, CA. No overnight camping, gates open 7 am. Sponsored by Hang Ten and Bel Ray. Tickets at Ticketron outlets, at the gate, or from Tripple, Cox Associates, P.O. Box 16277, Irvine, CA 92713. 714/831-3540.

HI DESERT CROSS COUNTRY

Jackpot, NV, Hwy. 93 to Mile Long Airport. Entry \$15. Cash purse and trophies. Sponsored by Cactus Petes and Horseshu casinos. P.O. Box 198, Jackpot, NV 89825. 702/755-2259, 755-2321.

CMC MOTOCROSS

Mountain High Internat'l, 34 mi. NE of Fresno, CA. Hwy. 99 to Hwy. 41 to North Fork, O'Neals turnoff to rd. 200 to Rd. 221 (14 mi.). If coming from north, Hwy. 99 to Madera Hwy. 145 to Hwy. 41 and follow lime. 100% Pro p.b., 30% brass. Entry \$7 mail, \$9 post, \$15 Pro. 5780 E. Holland, Fresno, CA 93727. 209/291-8793.

MYMC MOTOCROSS

DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy. 60, take Theodore off-ramp. All classes. 714/653-2633, 735-1301.

SEMI-PRO CMC MX

Action Rcw., 5 mi. west of Corning, CA., on Corning Rd. off I-5. Gate opens 7:30, prac 9, race 10 a.m. Expert/Pro entry \$15; Nov., Int. 8. 100% Exp. payback. 100% trophies to Pee Wee. Rain or shine. 916/241-1100.

AME MOTOCROSS

Sprockets Park, Bakersfield, CA. Gate opens 7 am, prac. 8, race 9. Post entry only, \$8 Sptsman, \$12 Pros. Memb. required \$8. 40% brass to Sptsman. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5770.

CMC MOTOCROSS

Spillway Park, Santa Maria, CA. U.S. 101 to Broadway off-ramp, follow signs to riverbed. Entry \$8, Pros \$12. 100% p.b. to Pros, 30% trophies. \$4000 rider med. ins., free camping. 805/937-6171. ATC-90 race.

MRA EXHIBITION RR

Pueblo (PMI), CO. I-25 to Colo. 50 to Pueblo Rd. Mountain Roadracing Assn., P.O. Box 213, Wheatridge, CO 80033. 303/936-3856.

P.I.T.S. OBSERVED TRAIL

Redwood Rd., Castro Valley, CA. Off Castro Valley Blvd. All classes. \$1 donation. Club events. East Bay P.I.T.S., P.O. Box 2601, Castro Valley, CA. 415/582-9211.

MOTOCROSS

Edwards AFB, Corner Forbes and Lancaster Ave. Desert Wheels MC. Signup 7:30-9 am, race 9:30. Beg., Jr., Int., Ex. Entry \$6, Ex. \$8, gift cert. to 1st two Ex. 33% same day brass.

Free overnight camping, no charge for spectators. P.O. Box 37, Edwards, CA 93523. 805/258-4250.

B.O.S.S./CMC MOTOCROSS

Helvetia Park, West Sacramento, CA. All classes. Entry \$9, Pro \$15. 100% p.b. to Pros, 30% trophies. Free camping, swimming. 916/635-5240.

June 24

AMA GRAND NATIONAL TT

ollow signs. Entry \$9, Pro \$15.
100% Pro p.b., 30% trophies.
free camping. 916/635-5240.

ROAD RACE

Willow Springs, Hwy. 14 to
Roasmond, CA, west to track.
All classes. Entry \$14 pre, \$18
post. Same day prize money and
trophies. Manning Racing, 3407
W. Olive, #102, Burbank, CA
91505. 213/842-7433.

ECRA MOTOCROSS

Escape Country Racing
World, Trabuco Cyn., CA.
Classes: 1st Day, Beg., Nov.,
Int., Ex., Pro. Entry for memb.
\$7, Pros \$10. Non-memb.
\$10/\$15. 100% p.b. to Pros.
714/581-6400. \$1000 purse.

MOTOCROSS

McAllen MX Park, Next to
Miller Inter. Airport, McAllen,
TX. Entry \$6, Ex. \$8, money to
Ex. McAllen M.C. 512/686-4181.

MOTOCROSS

Cycle Haven Pk., Long Beach,
CA. Across from L.B. Naval
Base, 1 blk. E of V. Thomas
Bridge. Prac. 7:30 am, race 9.
Entry \$6, gate \$1, Pros \$12.
33% trophies. 213/832-6844,
547-1818.

July 3

1-DAY RELIABILITY TRIAL

Rogers Camp, 35 mi. west of
Portland, OR. 125, 175, 250 and
Open classes. Entry \$5. 2 terrain
tests, easy course. Trailmen
M.C., 7553 SW Eldorado, St.
Milwaukie, OR 97222. 503/655-
2724.

MOTOCROSS

Barron Fork, Tahlequah, OK. 4
mi. E of Tahlequah on Hwy. 51,
4 mi. S on Welling Rd. Prac. 9-11
am, race noon. 8 race series,
\$3,000 bonus to Ex. 918/456-
8421.

MOTOCROSS

Motorcycle Rcw., Oklahoma
City, OK. 405/627-3989.

MOTOCROSS

Sunshine Cycle Pk., Tucson,
AZ. 1-10 to Palo Verde, south to
track. Gate opens 8:30 am, prac.
9, race 10. Entry \$8, Pros \$12.
100% Pro p.b. Phoenix riders
pay only \$3 admission (except
Pros). 602/795-1490.

ITA TRIALS AND SCHOOL

Saddleback Park, Orange, CA.
Sign up 8:30 am, riders mtg.
9:45, competition starts 10.
Entry \$5, non-memb. \$7. Beg.
Nov, Am, Ex, Sr, 1st time Beg
classes. School taught by Expert
rider. Awards to top 40%.
714/879-0570.

MOTOCROSS

Mosier Valley MX Park,
Arlington, TX. Rain or shine
\$663 guaranteed purse or 50%
of gate if rain. Brass to six
places. Free keg beer. Gate \$3,
Nov. entry \$5, int. \$6, Ex. \$7.
Nov. prac. 9 am, race 10. Int/ex.
prac. 9 am, race 10. Int/Ex. prac.
1 pm, race 1:45. Payoff to Senior
classes only. All classes.
817/277-9917, 267-9153.

AME MOTOCROSS

Sprockets Park, Bakersfield,
CA. Gate opens 7 am, prac. 8,
race 9. Post entry only, \$8
Sptsman, \$12 Pros. Memb.
required \$8. 40% brass to
Sptsman. AME, P.O. Box 1421,
Reseda, CA 91335. 213/881-
5770.

AMC MOTOCROSS

Carlsbad Rcw., Carlsbad,
CA. Gate open 7 am, prac. 8-9,
race 9:30. No mail entry. \$7/\$12
post, \$2 extra non-memb. \$3000
med. ins. 100% Pro p.b., 30%
brass. 714/581-2778.

July 4

AMA HARE SCRAMBLES

Austin, NV. Race starts at
Austin Rodeo Grds. Dance Sat.
nite, BBQ Sun. Classes: 100,
125, 250, Open, Vets, OT and
PP. Entry \$15 pre, \$16 post. P.O.
Box 97, Austin, NV 89310.
702/964-2579.

July 9

SUPERBOWL OF MOTO- CROSS VI

L.A. Coliseum, Los Angeles,
CA. Gates open 5 p.m., race
starts 8 pm. Reserved seats
avail. at Sports Arena Box
Office, (Dept. N) 3939 Figueroa,
Los Angeles, CA 90037 213/648-
6131. Also at Malibu Grand Prix
and Ticketron statewide.
213/232-3371, 714/761-5333.

HARLEY-DAVIDSON "ON TRACK" SHOW

L.A. Coliseum, Los Angeles,
CA. Held in conjunction with the
"Superbowl of Motocross."
Display open to the public 10 am
to 8 pm and 11 pm to 12 am.
213/360-5236.

July 10

PRO-AM MOTOCROSS

Oak Hill, Alvord, TX. 2nd
Anniversary race. \$1485
guaranteed purse. Split
program. 10 place trophies in all
Amateur classes. Entry: Mini,
Nov, Over 30 \$6 mail, \$10 post;
Int. \$7/\$10, Ex. \$10/\$15. Mail
entry closes July 1. Oak Hill
Motocross, Rt. 1, Box 71,
Alvord, TX 76225. 817/427-
2663, eves.

AME YOUTH DIVISION MX

Indian Dunes, Valencia, CA.
Internat'l. Track. \$150
guaranteed purse or 85% p.b.,
whichever is greater, to Mini
Pros. Point fund for Super
Summer Series. Mail entry \$10
(2 or more classes, \$8), post
entry \$20. Mail entry must be in
5 days prior to event. Mini Pro
\$15 mail, \$25 post. AME, P.O.
Box 1421, Reseda, CA 91335.
213/881-5778.

MOTOCROSS

Spring Valley Motocross,
Clyde, TX. 9 mi. E of Abilene to
Cherry Lane exit, N 1.2 mi., turn
right and follow curve. Sign up 9

AMA U.S. Regional Championship Series

Central Region			
June 12	White City, IL	HM	
June 19	Peoria, IL	TT	
July 17	Bridgeton, MI	TT	
August 18	Pecatonica, IL	HM	
September 3	Portland, IN	HM	
October 2	Oklahoma City, OK	HM	
Western Region			
June 25	Castle Rock, WA	TT	
July 10	Clackamas, OR	TT	
September 2	Clackamas, OR	TT	

SRA CRACK O' DAWN ENDURO

Charlie's Place, Trona Rd., nr.
Red Mountain, CA. Start time
5:30 am. IRRR Communications,
electronic timing. Mail entry
\$9.50 1 loop, \$10.50 2 loops.
Post entry \$11/\$12.50. Mail
entry and 2 large SASE to SRA,
P.O. Box 3882, Torrance, CA
90510. 213/320-1015.

HILLCLIMB

Billings, MT. 1 1/2 mi. south of
Billings. Classes 0-250, 500, 650
and Open. \$2,500 purse. Entry
\$10. Montana State Champion-
ship. 320-foot hill, 60"x80"x87".
B.M.C., P.O. Box 20421, Billings,
MT. 406/259-6032.

AMA AMATEUR MOTOCROSS

Area 8 Qualifier. Coal Creek
Rcwys., Lafayette, CO. 3 mi.
west of I-25 on Hwy. 7,
Lafayette and Brighton turnoff.
Classes: All "A's", 125 and 250
"B". Entry \$10 "A", \$7 "B".
Camping at track. 303/665-5666.

July 10-15

DONNER TRIALS SCHOOL

Guest instructors include
Marland Whaley, Bernie
Schreiber, Mark Eggar and
Debbie Evans. Cost is \$135
which includes dorm. lodging
(sleeping bag) meals and
instruction. \$25 deposit req'd.
Mitzi Saylor, Donner Trials
School, P.O. Box 66, Norden,
CA 95724. 916/426-3678.

1977 AMA Camel Pro Series Schedule

June 11	Harrington, DL	HM
June 19	Loudon, NH	RR
June 24	Hinsdale, IL	TT
June 26	Columbus, OH	HM
July 2	San Jose, CA	HM
July 9	Castle Rock, WA	TT
July 16-17	Sonoma, CA	RR
July 23	Gardena, CA	TT
July 31	DuQuoin, IL	M
Aug. 5	Hinsdale, IL	ST
Aug. 7	Peoria, IL	TT
Aug. 14	Terre Haute, IN	HM
Aug. 21	Mt. Pocono, PA	RR
Aug. 27	Indianapolis, IN	M
Aug. 28	Indianapolis, IN	M
Sept. 4	Middletown, NY	HM
Sept. 11	Syracuse, NY	M
Sept. 17	Toledo, OH	HM
Sept. 25	San Jose, CA	M
Oct. 2	Riverside, CA	RR
Oct. 8 or 9	Gardena, CA	HM
Oct. 9	(t) Sacramento, CA	M



CRC Triple Header

Sunday, June 19 Jackass Grand Prix Shadow Glen Area

- Finisher Pins • Cash to Experts
- Super Trophies • 3 mile course

Sportsman entry \$12 mail/ \$15 Post
Expert entry \$15 Post only

Team Race on Jackass GP course

90 min. — 3 PM start — 2 riders/1 bike
Post entry \$8 per rider
\$2 discount for '77 CRC members

Twilight TT — All New Track!
utilizing same pits as Shadow Glen
1st race 4:30 PM All classes
Super discount to all CRC members & GP entries

**CRC, 24518 Island Ave., Carson, CA 90745
213-830-7519**

Eat, drink, and be merry, for tomorrow you diet.

June 12

\$1,000 Purse MX

Saddleback Park

714-581-2778

FREE Prizes to non-pros for Carlsbad U.S.G.P. June 19
1st place winners Free USGP tickets
2nd place winners USGP T-shirts
3rd place winners USGP hats
\$100 guaranteed purse to mini & 100's
Entry: \$12 Pros/\$8 all others



AME

Membership
required \$8

1st & 3rd Sundays Sprockets Park, Bakersfield

Post entry only \$8 Sportsmen \$12 Pros

2nd & 4th Sundays Indian Dunes

Sportsmen \$8 mail — \$10 post
Pros \$12 mail — \$15 post

Every Friday Night Indian Dunes

Post entry only \$6 Sportsmen \$10 Pros

AME #1 for the year
125 Pro — 250 Pro — 500 Pro
receives a \$500 cash prize
& top points Pro receives an
additional \$500 cash prize
AME
PO Box 1421, Reseda, CA 91335
213-881-5778
\$4,000 medical insurance



Road Racing Schedule

June 12-Sears Point
July 3-Sears Point

American Federation of Motorcyclists
714-523-3892 916-392-0611



Youth Division Indian Dunes Calendar of Events

213-881-5778

Friday, June 10-Mini Track
Friday, June 17-Mini Track
Friday, June 24-Mini Track
Sunday, June 26-Shadow
Glen

Race Schedule

June 12-Escape Country
June 19-Indian Dunes GP
June 26-De Anza
July 3 Indian Dunes



213-
830-7519



Motocross Every Saturday

info:
714-495-4771



Events Scheduled:

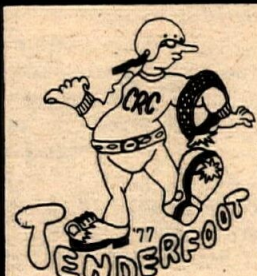
**MX track open
5 days a week**

**Trails open for
riding 7 am til dusk
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**June 12
CRC Motocross**

**June 26
\$1,000 Purse
E.C.R.A.
Motocross**

714-581-6400 Trabuco Canyon



A Real Family Enduro Sunday, June 12 California City

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RACE SCHEDULE

June 12-Saddleback—
\$1,000 Purse
June 19-No Race
June 26-Saddleback
INFO 714-581-2778

FREE LISTING

CALENDAR

Listings must be received by noon Thursday
to be included in the following week's Cycle
News. No listings can be accepted by phone.
Please include a phone number for
additional information. Mail the completed
blank to Cycle News Calendar, Box 498,
Long Beach, CA 90801.

Event date	Event sanction	Event type
Location		
How to get there		
Classes	Purse	Entry fee
Mailing address		
Other info		
Your name	Phone number for info	

(Continued from page 16)

and would eventually crash three times before winding up in 10th place.

Once Ellis established his third place, the top three spots were set. By the halfway point, Marty Smith held a five-second lead over Hannah with Ellis almost the same distance behind the "Hurricane."

Following Smith, Hannah, Wise and Ellis at the start, Steve Stackable and Maico teammate Gaylon Mosier had held down fifth and sixth places, and they were pursued by Tommy Croft, Tony DiStefano, Jim Pomeroy and Kenny Zahrt. Jimmy Weinert was in 11th, just ahead of Gary Semics and Kent Howerton.

While Ellis and Wise had been settling their dealings, Croft had closed on the Maico pair and started pushing Mosier hard.

"I tried, man," Gaylon said afterward, holding his injured leg, "but it was just too much pain. I couldn't handle it."

Croft overtook Mosier, then set his sights on Stackable, passing the tall Texan approximately nine minutes into the race.

Weinert was next to attack Stackable, closing and starting his push at the halfway flags. Announcer Huffman immediately picked up on "The Jammer's" charge and kept the crowd's attention on the inevitable pass that came on the 11th lap of the 20-lap event. Once in front of Stackable, Weinert was in fifth, and Tommy Croft was next on his list.

In sixth, Steve Stackable's paycheck took a sudden dive along with the Maico ace himself when he ended over a fallen lapped rider. He would finish 14th.

Smith was flying, and the crowd loved it. Only an error or mechanical failure could keep him from winning now, and neither happened. Both Hannah and Ellis circled the Superdome course neither gaining nor losing more than a few feet.

Tommy Croft, however, was feeling the heat. Jimmy Weinert, perhaps the cleverest rider on the track at worrying someone in front of him, had reeled in the distance and was putting some heavy pressure on the Team Honda rider.

"He was knockin' on my door!" Tommy said afterward, "But when you hold it (his position) that long, you just can't let it go!"

Weinert pestered Croft for the rest of the moto, but Tommy held firm and they crossed the line — Croft in fourth and Weinert fifth — nose to tail. Sixth place went to Jim Pomeroy with Kent Howerton, Fox Shox assisted privateer Mickey Boone, Tony D and Steve Wise rounding out the top ten.

"Last week I was D-lighted," DiStefano punned later, referring to his 250cc title victory, "but this week I was D-feated." He'd hit Masuda's rear wheel as Koji, being lapped at the time, tried to get out of the way.

Smith stood on the victory podium with promoter Rookie Leopold, trying to quench his thirst with victory champagne and thank everyone at once as an anxious herd of autograph seekers waited his descent. Marty admitted that the holeshot had made the job a lot easier, posed with the Popeye's poster, then waded into the sea of admirers.

Results

FINAL: 1. Marty Smith (Hon). 2. Bob Hannah (Yam). 3. Jimmy Ellis (C-A). 4. Tommy Croft (Hon). 5. Jimmy Weinert (Kaw). 6. Jim Pomeroy (Hon). 7. Kent Howerton (Hus). 8. Mickey Boone (Suz). 9. Tony DiStefano (Suz). 10. Steve Wise (Suz). 11. Gaylon Mosier (Mai). 12. Chuck Sun (Hus). 13. Rich Eierstedt (Bul). 14. Steve Stackable (Mai). 15. Terry Clark (Kaw). 16. Rick Burgett (Yam). 17. Gary Semics (Kaw). 18. Glen Johnson (Suz). 19. Robert Owen (C-A). 20. Jeff Jennings (Suz).

CONSOLATION: 1. Wayne Boyer (Yam). 2. Roger Jones (Yam). 3. Bob Collie (Yam). 4. Barry Duncan (C-A). 5. Ralph Babin (Mai). 6. Rick Anderson (Suz). 7. William Phee (Hus). 8. Philip Poole (Yam). 9. Malcolm McBride (Yam). 10. DeWitt Knox (Hus).

WANT ADS

Help Wanted

Parts Sales Person

Semi exp. in one or all lines of H-D, Yamaha, Kaw. Honda. Write or see Mr. Hutchins. H-D L.A., 2531 So. Main, Los Angeles, Calif. 90007. (17/TFN)

Service manager wanted

Kawasaki and other Japanese brand experience necessary. Motorcycle Specialties (213) 330-4564. (22/2x)

Experienced mechanic

HONDA & KAWASAKI — Commission, company benefits, guaranteed income + a 5 day work week. Immediate opening. Ask for Paul at ROY'S MOTORCYCLES, 12451 Westminster, Santa Ana, (714) 531-0742 or (213) 924-6006. (23)

HONDA PARTS PERSON. Experienced only. Permanent position. Benefits plus salary. 338 No. Broadway, Escondido, CA 92025. (714) 746-5711. (22/3x)

Experienced mechanic only

Must be good. Have own tools — 5 day work week. Apply Ontario Honda, 1170 Holt St., Ontario. (714) 983-0695. (18/TFN)

Mechanics for Harley-Davidson West

Number 1 dealer on West Coast expanding, needs 2 experienced mechanics. Also 2 custom mechanics, immediate employment. Top salary, all company benefits. Call Bill Bartels at (213) 822-3426, Marina Del Rey, 1/2 mile from beach. (18/TFN)

EXPERIENCED YAMAHA partsman. 5 day week. Paid medical. (213) 635-8058. (22/2x)

U.S. Grand Prix

Need couples 18 yrs. or older to sell T-shirts at the U.S. Hang-10 Grand Prix at Carlsbad, CA. June 19. Send name, address and phone to: T-Shirt, P.O. Box 2064, Mission Viejo, CA. 92675. (22/2x)

Service manager

Must be experienced. Good pay. Kawasaki, Yamaha, Norton. Encino Cycle (213) 345-0475. (22/2x)

Professional service mgr.

WANTED. Santa Cruz County's largest Honda agency has opening now for an aggressive individual. Send resume & salary history. All American Honda, 1408 41st Ave., Capitola, CA 95010. (408) 476-8100. (23/2x)

Service Manager Wanted

Must know Yamaha. Top man only need apply. Yamaha of El Monte (213) 442-5800. (23/2x)

Harley-Davidson Mechanic

Top pay for qualified mechanic & commission. Write or see Mr. Hutchins, H-D L.A., 2531 So. Main, Los Angeles, Calif. 90007. (17/TFN)

Honda mechanic/parts man

Help wanted — Honda mechanic/parts man. EXPERIENCED ONLY. (714) 633-7344. (23/3x)

Sales person

Parts & accessories. Experienced only. Benefits. Orange County. (714) 842-5751. (22/2x)

Yamaha Cafe Project

Wrecked 1976 RD400, cosmetic damage plus 1972 R5C with disc brake, fiberglass tank & seat, Konis's, clip-ons, disassembled \$650? Days at (503) 249-0685. (23)

'75 CR 100

FMF pipe, porting, carb, excellent condition. \$275.00. After 5 p.m. (213) 329-0217. (23)

'76 YZ80 race ready

and straight cut gears for YZ80. (714) 539-5727. (23)

750 Shell Yamaha

Excellent condition. Built in late '76 season by Shell. Ridden only 4 times, extra wheel, brakes, pipes. Price \$3,000.00 or offer. (213) 860-8283 or (213) 866-2796. (23/2x)

'78 Honda MT125R

Attn: Road Racers Production 125cc road racer is available from us. Can work out delivery to Portland area. Hi-Lo Marina Motors, Butte, Mont. (406) 723-4581. (23)

'76 KTM 250-400 mono

Excellent condition, very well maintained, \$1150.00. Call after 5 p.m. (213) 943-1142. 400 mono — trail ridden only, \$700.00. Gary, afternoons (213) 965-6371. (23)

'75 HONDA 125, Webco, S&W, fresh motor, \$375.00. 4:30 p.m. (805) 832-3573. (23)

Perfect parts bikes

Pre 1963 BSA, Indian 200 Arrow, 64-65 Triumph 500 Twin, 1929 Indian motor, complete. Best offer takes. Whole Earth M/C 2906 E. Ash Laredo, TX 78041 (512) 722-4279. (23)

501 Maico '74 Works bike

All rebuilt. 8" travel, front & rear, Works Perf., prototype Jack drive & swing arm. Yam. brake, Metzler's more. Trade for \$820. will take \$900. Tom (213) 996-1606. (23)

'77 Maico AW 400

Fox Resavor shox, Wheel Smith pipe, heavy spokes and more. Used little only 4 months old \$1,425. (213) 448-5441. (23)

1976 Maico AW 400

S&W shocks, Diamond chain, modified forks. Ridden very little \$900 or offer (714) 847-7670. (23)

1975 Speedway J.A.P.****

Best of everything. 22"-19" wheels, fuel barrel w/pump, extra parts, race ready. Perfect condition, all for only \$800. More than can list. Call Scott (213) 927-8175. (23/3x)

Sano Trailer

3 rail — holds 3 big bikes. Super Sano \$225 (714) 675-4913 (23)

Jawa Speedway

Excellent condition, new mag, Amal AL1 carb, complete rebuild, super smooth runner, extras front and rear wheels, gearing, seat, carb, etc. Virgin since rebuild, Mike (916) 967-6223. (23)

1962 Model Leak

Semi reliable and slow, must see to appreciate. Contact Jim (470) at Cycleland Speedway and Saturday night.

New RM370A Suzukis crated

\$1,050 — new TS400A'd on floor \$850. Save big on other new Suzukis too. The Corral Suzuki — Lake Havasu City, AZ (602) 855-3777. (23/2x)

'75 1/4 Ossa Phantom

Mid Valley prepared, engine by Hockies fresh \$575 o.b.o. (213) 447-6661. (23)

"Acne Forces Sale"

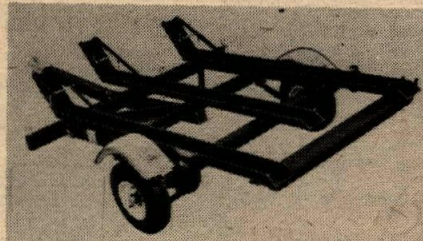
'73 400 CZ, 0 hrs. on new piston & bore, rescent tune up, mucho spares. 1st 400 + offer. (213) 433-3775. (23)

Maico 250AW — Suzuki 90

'76 250 AW, WheelSmith Up-pipe & pegs, lots more tricks, perfect condition. '71 Suzuki 90 \$100. \$900/offer for Maico. Ask for Kelly (213) 325-5489. (23)

'77, 250 Maico, \$1500 new

WheelSmith up pipe. (213) 799-3610. (21/4x)



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370 RM Suzuki

1976, Metzeler front, 38 and 36mm Mikuni, remote reservoir shocks, clean, well maintained, \$850. (714) 753-3862. (23/3x)

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Understanding is my product. Keith Code Rider Improvement Program. (213) 463-6594. (23/3x)

Ducati 750 desmo

This bike is NEW, the last classic of its kind in the country. \$4000 including complete set up. (213) 394-5066. (23)

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Stock engine, Baker forks, 520 chain, dual element, Uni filter. \$500.00. (213) 457-3083. (23)

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Great running, new throughout, very clean, \$300.00. (213) 862-4982. (23)

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1975 Penton 250 enduro

Street lic., enduro ready, extra parts, \$800.00 or best offer. (714) 974-1795. (23)

'76 RD 350

'76 RD 250 with 350 top end, Fairway RR crank, K81 front & rear, 700 miles. \$800.00. (714) 528-2314 or (714) 524-0732. (23)

'74 Yamaha 250 MX

Very fast, desert or moto ready, laid down S&W Freons, tensioner, new G.P. seat, many xtras, \$525 or best. Mike (213) 289-6412. (23)

CZonda 250

CZ frame & suspension with Honda engine, excellent condition, very trick. \$600.00 or best. Ask for Mike (213) 968-1832. (23)

'71 Yamaha mini enduro

Not ridden since completely rebuilt engine. \$175.00. (714) 995-7944. (23)

'75 Suzuki RV 90

Like new, only 275 miles. Great for the wife or kids. Evening after 6 or week-ends. \$450. (213) 248-7062. (23)

'73 Maico 400 4 spd.

Buy house — must sell — old timer's bike, well maintained. WheelSmith suspension mods, 8 1/2" front and rear. Runs great, looks great, extras! \$595.00 or best offer. (213) 692-2455 or (714) 994-4447. (23)

"ROLLIE FREE'S" black lightning Vincent original condition. Also Vincent drag bike with spares — BSA Gold Start dirt tracker — misc. Triumph & BSA engine parts. (213) 962-7747. (23)

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'75 CR250 Elsinore, \$595

Bought new 7 mo. ago. Ext. 3 1/2 gal. desert tank. Ask for Pat. Call (213) 358-6449. (23)

'71 Husky 400

Excellent condition, never a problem, extras, the finest play bike ever made, must sell immediately. Leaving the country, \$500 or best offer. (213) 335-1458. (23)

1976 monoshock 125

34 Mikuni, custom snail pipe, K and N bars, very clean, \$600.00. Call (213) 783-0119 after 4. (23)

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Absolutely cherry. Moved up Konis, air forks, chain tensioner. Play ridden by 47 year old with extensive hospital bills. Must sell, \$450.00. Also 16' trailer, sleeps 8, \$795.00. (213) 443-6737 eves. (23)

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Montesa 250, good running cond., many extras, \$495.00 offer. Moto-X Fox Shox, 13.5 w/springs, used only 3 times, \$80.00. Must sell these items! (213) 943-4658. (23)

'76, 175 KTM, GOOD CONDITION, VDO, Works shocks, Sun rims, Twin Air & K&M filters, PP headlights, \$800.00. (714) 256-9148. (23)

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'76 TT 500 Yamaha super deal

Lots of extras, \$875. (213) 679-5217. (23)

'75 Pen/KTM 250

Air caps, Protec chain ten., new chain, Petty fenders, new Super Trapp, 3.4 desert tank, very reliable, \$700.00. (805) 526-2295. (23)

'76 Maico 440 AW

WheelSmith up-pipe, pegs, fork mods, lightened piston; Fox-Shox w/accumulators, Terry cables, good tire. Totally radical, see it at Steve's Cycle in Costa Mesa. Call after 6:00 (714) 536-4758. (23)

'76 HONDA CR125 MX. Ridden twice, absolutely perfect, \$575.00. '73 YAMAHA 100 MX, excellent condition, ridden very little, with helmet, \$285. (213) 925-0628. (23)

'74 Yamaha 125 YZ

Primo, just gone through everything. Fresh engine, pipe, head, \$435. (213) 693-7181. (23)

'77 BULTACO 370, ONE RIDE, "PERFECT," \$1,400.00 or offer, going car racing. (213) 867-5350. (23)

'77 Husky 250CR

Just like new and never raced. Trade for Sand Rail? Brad Smith, 2947 Cedar Ridge, Ontario, CA 91762. (23)

'75 Can-Am 250 GP

Marzocchi forks, Luft shocks, and more. Very fresh, like new. (213) 884-5886. (23)

TZ 250 engine parts

Complete crank assembly, cylinder w/head, carburetion, CDI ignition, expansion chambers. Has been run 15 minutes. Many extra parts. Will sell reasonable. Kel Carruthers equipment. Please call after 5:30 week days (213) 332-0023. (23)

1975 Triumph Trident

Headwork by D. Macias, Norris cams, valvesprings, retainers, Jag valveguides, seals, Dunstals, K&N's, extra gearing. Very-very clean — runs super. Never raced, wrecked or rolled, \$1850. (714) 960-3470. (23)

*****Must sell this week*****

'74 Bultaco Sherpa T 350, perfect cond., extra Sammy Miller gastank/seat. Moving, must sell, \$600 firm. Ask for Mark (213) 765-4825. (23)

Maico 450 AW and trailer

Very little use, carefully maintained. Original top end and primary. Fork boots, new Diamond chain and sprockets, heavy duty spokes, reinforced pipe, excellent condition, \$1095. Comet 3 rail trailer, spare, registered, \$195. (714) 837-9346. (23)

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Hydro-hone model 3600 wet type bead blast cabinet. Like new for half of new price. \$2750 or trade for pick-up. (415) 472-3195. (23)

'76 KTM 250

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'76 Husqvarna 360CR

Almost new, under 10 hrs. thru pipe, extras, must see. (805) 522-3436. (23)

1976, 250 YZ monoshock

Unbelievable condition, only ridden 3 times, extras, must see. Call after 7:00 p.m. (714) 523-8819. (23)

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Very fast & reliable, many spares, race ready. \$625.00 or best cash offer. (213) 421-8683 or (213) HA 7-3106. (23)

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Cost \$1000 — take \$500.00. Has 2 tach. Call (213) 985-1272. (21/2x)

Honda Elsinore MX

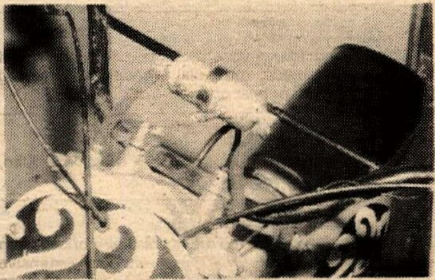
Mint condition, completely stock, ridden 10 miles, never raced. \$700 or best offer. American Turbo Pak (714) 557-7004. (21/2x)

'76 Husky 125CR

1st over — fresh trans — excellent cond. 1600. (415) 785-5400 days, (415) 278-4269 after 6 p.m. (22/2x)

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WANTED VELOCETTE KSS or engine and gearbox. Also parts for Norton Manx and International. Tinson, 9415 E. Firestone #208, Downey, CA 90241. (213) 862-8153. (19/6x)

Ducati 900 desmo

Super Sport, '77 model, 40mm Dell'orto's, Conti exhaust, never raced, very fast and smooth. (918) 664-4626. (21/3x)

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'75 Husky 360 G.P.

New top end, new wheels. Must sell, see to appreciate. \$700.00. (213) 949-3571. (22/2x)

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Most of the Finisher Pins you're wearing we made — Now — Buy factory direct. Save 20% Cal-Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987. (4/TFN)

'76 1/4 Wheelsmith Maico 250 AW

S&W's, W/M pegs & up pipe. Immaculate & quick. Must see to appreciate. Moving to open class. \$1000 firm. (714) 637-7860. (22/2x)

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2, 3, or 4 rail. Big wheels, springs and shocks. \$275.00. (213) 862-8601. (22/TFN)

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Excellent condition, shifts good, very competitive and dependable — many extras. John (714) 522-8087. (19/6x)

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Excellent condition — Trackmaster frame, Ceriani forks, extras. \$1250.00 or offer. (714) 645-1020. (22)

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Tank & pipe never used. Like new. Must sell. \$1400. (415) 785-5400 days, (415) 278-4269 after 6 p.m. (22/2x)

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XL315 Honda

Ceriani 8" front, trick swingarm, 15 1/2 S&W Freon, Webeam, ported head, Mikuni, K&N, Preston Petty, 3 gal. tank, Skyway, new knobbies, fast & dependable, st. lic., never raced, just playbike, will run with TT 500s. \$750.00. (213) 428-1692. (23)

Trick 100cc mini for desert

Custom frame, Ceriani forks, Koni, gas shocks, fast & dependable. Son has outgrown bike, \$495.00 or best offer. (213) 360-7989. (23/2x)

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Complete FMF package racer. Also includes Works Performance shocks, Marzocchi forks, swingarm and much more. Super fast, expertly maintained. \$750.00 or best offer. (213) 360-7989. (23)

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RM125A Suzuki with RM100B engine. Every racing extra. Over \$1300 invested and absolutely like new; \$745. (805) 258-5480. (23/2x)

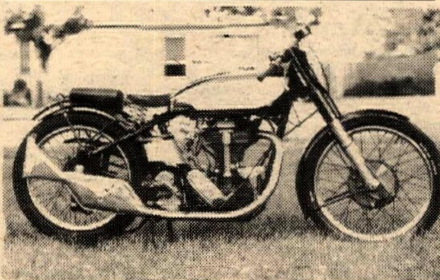
'75 HUSKY 250 GP, like new, extras, \$935.00. Wk. days after 5 (213) 763-9583. (23/2x)

'76 TT500 Yamaha

Two pipes, two tanks, 8" Betor front end, Works Performance shocks, Lectron carb., custom seat, excellent condition, \$1,075. (213) 674-4480. (23)

'75 Laverda 750 SF2, 3400 mi.

Metallic red with custom crash bars, also full dress mounts and equipment available, \$2200. Ph. (714) 628-7779. (23)



1948 Manx Norton

Original down to the paint and decals, raced on Isle of Man — excellent runner — everything works. \$2500.00 or best offer. (503) 938-6686. (23)

Trackmaster Kaw 350

New engine, extra parts, \$800.00 or best offer. Days (714) 687-1373. (23)

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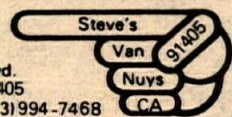
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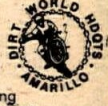
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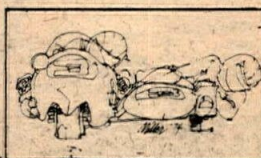
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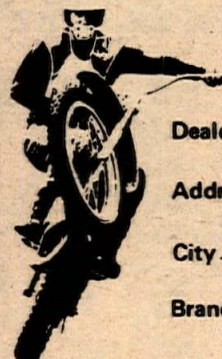
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